

WHITFIELD COUNTY/ CITY OF DALTON
MULTIMODAL TRANSPORTATION STUDY

Prepared for:

**Georgia Department of Transportation
Office of Planning**



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EXECUTIVE SUMMARY

The Georgia Department of Transportation, Whitfield County, and Dalton have partnered in conducting a study of the transportation network in the City of Dalton and Whitfield County. This transportation study addresses all of the modes of transportation, including highways, airport, bike and pedestrian facilities, railroads, and transit. Phase I of this study identified existing deficiencies and projected the transportation needs through 2025 based upon the future land use plan. The results of this study will assist Georgia DOT, Whitfield County, the City of Dalton, and the new Metropolitan Planning Organization (MPO) in implementing multimodal transportation solutions.

During Phase II, the Multimodal Transportation Study identified a prioritized list of transportation improvements to address deficiencies identified in Phase I. The types of transportation improvements include: highways, airport access, bike and pedestrian facilities, railroads, and transit to the year 2025.

The study developed a multimodal transportation plan addressing existing transportation needs and a framework to deal with future growth and changing transportation needs and demands. An Advisory Group of approximately 25 local citizens met two (2) times during Phase I of this study and completed a Needs Assessment for the entire County. At the outset, the Advisory Group outlined their Goals and Objectives for this study.

Goals and Objectives

1. Address safety concerns with the existing transportation system.
2. Address accessibility/connectivity for all modes of transportation.
3. Consider land use when developing the transportation plan.
4. Provide more alternate transportation modes: highways, airport, bike and pedestrian facilities, railroads, and transit.
5. Establish a funding plan to implement identified improvements.
6. Improve circumferential flow for all modes of the transportation in the county.
7. Address local and regional roadway east-west roadway needs to improve traffic operations.
8. Address north-south roadway needs throughout the county to improve traffic operations.

The Advisory Group provided valuable information and feedback during the analysis of current and future multimodal transportation conditions.

The study process consisted of six (6) distinct phases:

- Data Collection
- Evaluating existing multimodal transportation conditions

- Calculating future traffic projections
- Evaluating future multimodal transportation conditions
- Develop multimodal alternatives
- Recommend improvements

Data was collected from Georgia DOT, North Georgia Regional Development Center (NGRDC), Georgia Clearinghouse, and the U.S. Census. This data was reviewed and summarized during the data collection phase of the study.

This data was used in the evaluation of existing and future multimodal transportation conditions presented in this Phase I report. Today, there are approximately 66 miles of roads in Whitfield County operating over capacity. Even with the Department's comprehensive Construction Work Program of the scheduled and planned roadway improvements, the lane mileage of deficient road segments is projected to grow. By 2025, approximately 128 miles of roads are projected to be operating over capacity, an increase of 62 miles. Population growth is projected to increase to 16 percent by 2010. At this rate, the population could grow by 30 percent from 2000 to 2025, and based upon significant increases in residential development in the future land use plan, future traffic volumes will strain several major arterials in the county.

INTRODUCTION

In the fall of 2002, Georgia Department of Transportation (GDOT) commenced the multimodal transportation study for Whitfield County and the City of Dalton.

The Study is comprised of two phases: Phase I – Evaluation of Existing and Future Conditions and Phase II – Transportation System Improvements.

Study Purpose

The purpose of Phase I of this study is to evaluate existing and future needs in the county, which will be used to identify potential multimodal transportation improvements through the year 2025 in Phase II. The improvements identified during Phase II of this study will be the foundation for the long-range transportation plan. The long-range plan will identify improvements that compliment or assist in achieving state and local objectives for the movement of people, goods, and services, economic development, and an improved quality of life. In addition, characteristics of the area's land use are also reviewed to determine potential shifts in future traffic patterns.

There are several reasons for an area like Whitfield County to undertake the preparation of a multimodal study. The report will provide the context and the basis for establishing key transportation investment decisions. The plan addresses alternative ways of meeting future transportation needs based upon Whitfield County's future land use plan.

Study Area

Whitfield County is located in north Georgia, 25 miles south of Chattanooga, Tennessee, 90 miles north of Atlanta. There are four municipalities in Whitfield County. The largest is Dalton, the county seat. Dalton is known as the "Carpet Capital of the World". The other three municipalities are Cohutta, Tunnel Hill, and Varnell. Dalton is the gateway to the 150-mile Chieftain's Trail which traces the path of the Cherokee Indian sites located in northwest Georgia. Tunnel Hill is named for the Western & Atlantic Railroad Tunnel which was cut through the Chattogeta Mountain and terminated at the site of the city. The 2000 population of Whitfield County was 83,535 and the City of Dalton had a population of 27,912. Whitfield County covers 290 square miles and the greatest distance between boundaries is approximately 26 miles. Figure 1, on the next page depicts the study area.

Figure 1: Study Area – Whitfield County

Whitfield County has over 1,000 miles of public roads in its transportation system, as shown in Figure 1. The extensive motor freight shipping and worker commuting patterns in the area make continued maintenance and updating of the road system important to the area's economic development. Local public works departments have the principal responsibility for identifying needed transportation projects on an annual basis and seeking funding from local, state, and federal sources. The Special Purpose Local Option Sales Tax option has also been successfully utilized in the past to fund major improvements such as construction of the Bypass around Dalton, and adding lanes to State Route 71, US 41, and Abutment Road from Walnut Avenue to the South Bypass.

Advisory Group

Through consultation with Georgia DOT and local officials, a 30 member Advisory Group consisting of representatives from Whitfield County was organized. Their participation throughout Phase I of the study provided valuable information, guidance, and feedback.

The Advisory Group served as the core group responsible for overall direction and guidance in the development of the study. The Advisory Group met two (2) times during Phase I and one time during Phase II. The Advisory Group assisted in evaluating:

- Goals and objectives
- Existing conditions and associated problem areas
- Future conditions and associated problem areas

During Phase II, the Advisory Group assisted in:

- Thoroughfare Plan Development along with bicycle and pedestrian, paratransit, and airport improvements.
- Project development and cost estimates
- Draft Plan

Identified Community Issues

In an effort to identify issues that are important to the local community, input was solicited in three ways. First, the Advisory Group provided valuable information on the current and future needs in the county. Second, an open house was held on January 23, 2003. This forum provided an opportunity for all citizens to be educated on the study process, analysis and results. Lastly, several local officials provided their input and guidance during Phase I of this study.

During the first Advisory Group Meeting a Needs Assessment was completed for Whitfield County. The following questions were asked to the Advisory Group, and their responses follow.

What issues should be addressed In the Whitfield County Transportation Plan?

Mobility

People

- Pedestrian signalization upgrades in downtown Dalton.
- SR 201/ west of SR 3/ US 41 – emergency response is an issue in this area.
- Sidewalks/ pedestrian access – improve the connectivity of the sidewalk system
- Bus service – analyze future fixed route transit service in downtown Dalton.
- Bicycle paths – provide bicycle routes in downtown Dalton.
- Intersection geometry – improve the turning radii at intersections in downtown Dalton.
- Hiking trail – connect hiking trails to bicycle and pedestrian paths.
- Greater connectivity between roads/ arterials

Goods

- Intersection geometry – improve the turning radii at intersections in downtown Dalton.
- Rutting/ maintenance – numerous roadways have deteriorated due to the large number of trucks.
- Truck volumes high on all roads in the study area.
- There are several roadways in the County that have a truck (bus)/ rail connections that should be improved- Abutment road/ Industrial Blvd./ South Hamilton Road/ McFarland Road/ Five Springs Road-truck

Freight

- There are presently no railroad grade separations north of Waugh Street in downtown Dalton.
- The heaviest railroad tonnage is on a single track for Norfolk Southern, which traverses through downtown Dalton.
- The CSX/ Norfolk Southern railroad crossing impacts traffic in downtown Dalton.
- Widen overhead railroad grade bridges and provide more railroad grade separations to improve traffic flow at heavily traveled roadways.

Modes

- Airport- needs longer runway (500' extension approved)
- MAG- LEV Rail
- Multi-modal hub

Safety

- Provide more streetlights

- Railroad crossing improvements – Waring Road/Freeport Road /Brock Road
- Street name consistency needs to be improved for rapid emergency personnel response.

What are the transportation constraints in Whitfield County?

- Mountainous terrain
- CSX/ Norfolk Southern Railroad at-grade crossings
- Endangered Species/ Critical habitat
- Conasuga River
- Funding limitations at the federal, state and local levels.
- Signals on main arterials that are not coordinated.
- I-75
- Historical district
- Greenspace
- Civil War historical areas
- Wetlands
- School buses

What are the core transportation issues in the City of Dalton?

- Waugh Street & Moice Road has a sight distance problem
- Industrial Blvd. & South Dixie Highway has signalization and sight distance problems.
- Foster Road & South Dixie Highway has signalization and geometry problems.
- Haig Mill Road congestion
- North Dalton Bypass congestion
- SR 71 Corridor congestion to Dawnville Road.
- Protected left turns and exclusive left turn lanes need to be provided at key intersection throughout downtown Dalton.
- Coordinated signals on SR 52/Walnut Avenue to reduce traffic congestion on this major arterial.
- Holiday Drive & Walnut Street congestion
- Tibbs Road & Holiday Drive congestion
- Need additional interchanges with I-75
- Need a alternate North/South Corridor in the county
- Glenwood Avenue to Legion Road needs exclusive left turn lanes due to the high turning volumes
- Cleveland Highway (SR 71)/North Dalton Bypass – most congested area in Dalton
- Walnut Avenue (SR 52) is extremely congested
- Springdale Road/ Legion Drive improve access to Cleveland Plant 81

- Warning Road/ Cleveland Road improve access to Plant 6
- Brickyard Road/ South Dixie Highway - congestion
- South Hamilton Road/ Brickyard Road - congestion

What are the core transportation issues in Whitfield County?

- SR 286 and SR 52 Chatsworth Highway intersection congestion
- Mitchell Bridge to North Dalton Bypass congestion
- Dawnville Road and Underwood Road congestion continues to worsen at development increases in these areas.
- Realignment of Reed Road due to geometric problems. Reed Road could serve as an alternate north/south corridor if the roadway was improved.
- No transportation grid system is provided in the county- most of the roadways empty into the Bypass.
- Airport Road has minor congestion issues near the SR 52/Chatsworth Highway intersection.
- Lafayette Road and Houston Valley has geometrical problems and needs to be realigned
- The Haig Mill and SR 71/Cleveland Highway intersection is currently offset and this intersection should be realigned
- Beaverdale Road is congestion and it should be widened in the future
- SR 201 congestion between Tunnel Hill and Varnell

Goals and Objectives

To assess the appropriate multimodal transportation improvements for Whitfield County, it is imperative to document and evaluate future improvements based upon the goals and objectives outlined by local stakeholders. During the first Advisory Group meeting, the goals and objectives were outlined for this multimodal transportation study.

1. Address safety concerns with the existing transportation system.
2. Address accessibility/connectivity for all modes of transportation.
3. Consider land use when developing the transportation plan.
4. Provide more alternate transportation modes: highways, airport, bike and pedestrian facilities, railroads, and transit.
5. Establish a funding plan to implement identified improvements.
6. Improve circumferential flow for all modes of the transportation in the county.
7. Address local and regional roadway east-west roadway needs to improve traffic operations.
8. Address north-south roadway needs throughout the county to improve traffic operations.

Study Process

The study process consisted of six (6) distinct phases:

- Data Collection
- Evaluating existing multimodal transportation conditions
- Calculating future traffic projections
- Evaluating future multimodal transportation conditions
- Develop multimodal alternatives
- Recommend improvements

Data was collected from GEORGIA DOT, North Georgia Regional Development Center (NGRDC), Georgia Clearinghouse, and the U.S. Census. This data was reviewed and summarized during the data collection phase of the study, which included:

- Daily traffic volumes
- Truck percentages
- Roadway Characteristics
- Existing and Future Land Use
- Bridge Reports
- Rural Paratransit (5311) statistics
- Current bicycle network
- Railroad accident data
- Accident records
- Previously Planned transportation improvements – Georgia DOT Construction Work Program (CWP)
- Previous Studies

Planning Context

Following the US Census 2000, the City of Dalton crossed the standardized metropolitan statistical area threshold and as a result became an urbanized area. An urbanized area is defined as a “densely settled territory that contains 50,000 or more people”. The Dalton urbanized area population is recorded at 57,666 people in 2000. Dalton’s urbanized area encompasses the City of Dalton as well as areas outside the city limits in Whitfield County, including Tunnel Hill and developments along Cleveland Highway.

As a result of urban designation, the following items will need to be created:

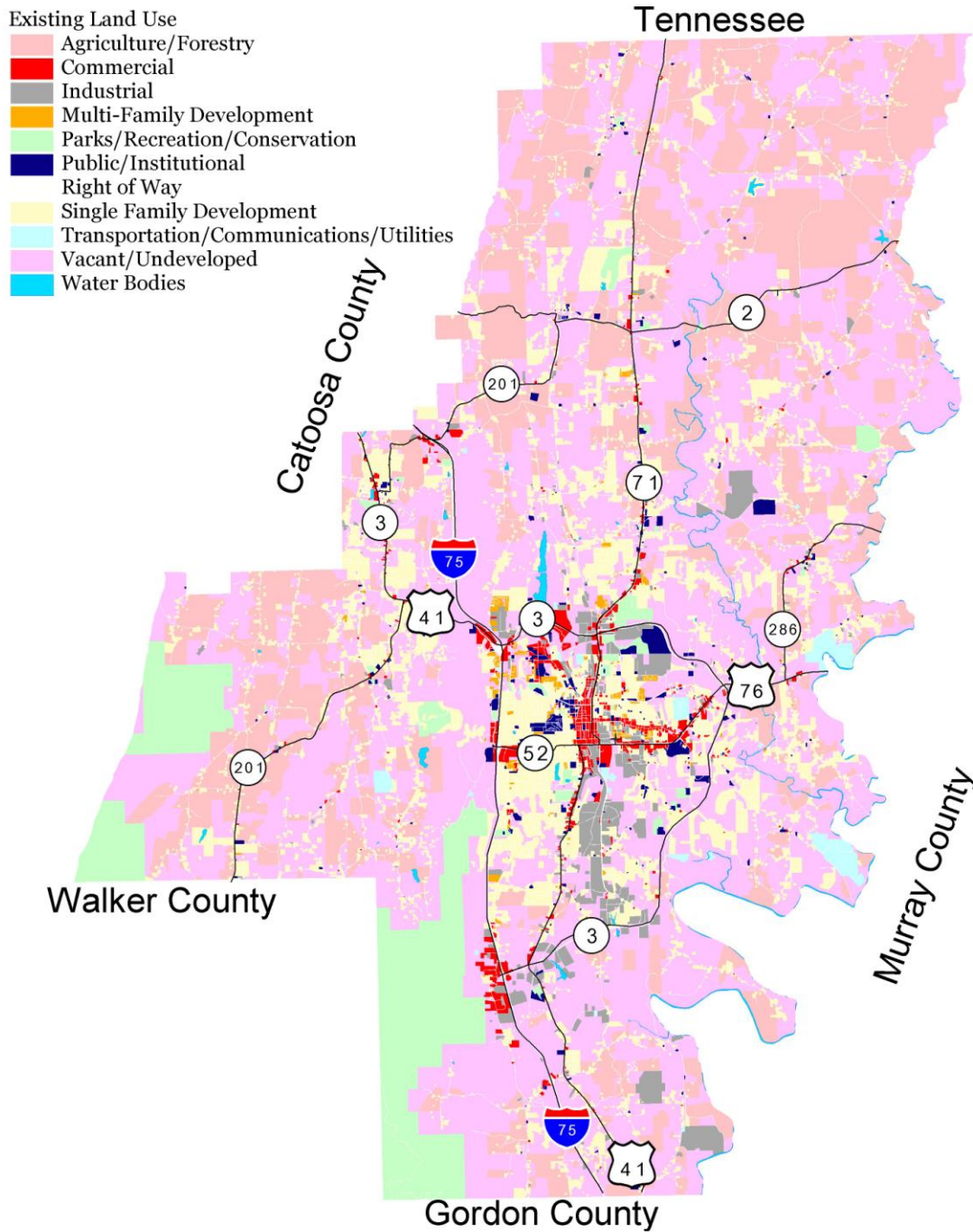
- Establishment of a Metropolitan Planning Organization (MPO) to develop and manage the area’s transportation planning efforts. The MPO would be comprised of representatives of the local governments, transit and transportation agencies, as well as members of the public.

- Development of a Long Range Transportation Plan (LRTP) which includes projections of population, development, traffic and potential funding sources for a 25 year time frame, presenting a prioritized list of needed multi-modal transportation projects.
- Preparation of a Transportation Improvement Program (TIP) which identifies a three (3) year program of improvements, with funding sources identified. As part of the efforts to develop the TIP, MPOs must provide opportunities for the public to comment on the proposed program of projects, including transit users and private providers.

This study will provide the newly created MPO with the foundation for the long range transportation plan along with identified projects for the Transportation Improvement Program.

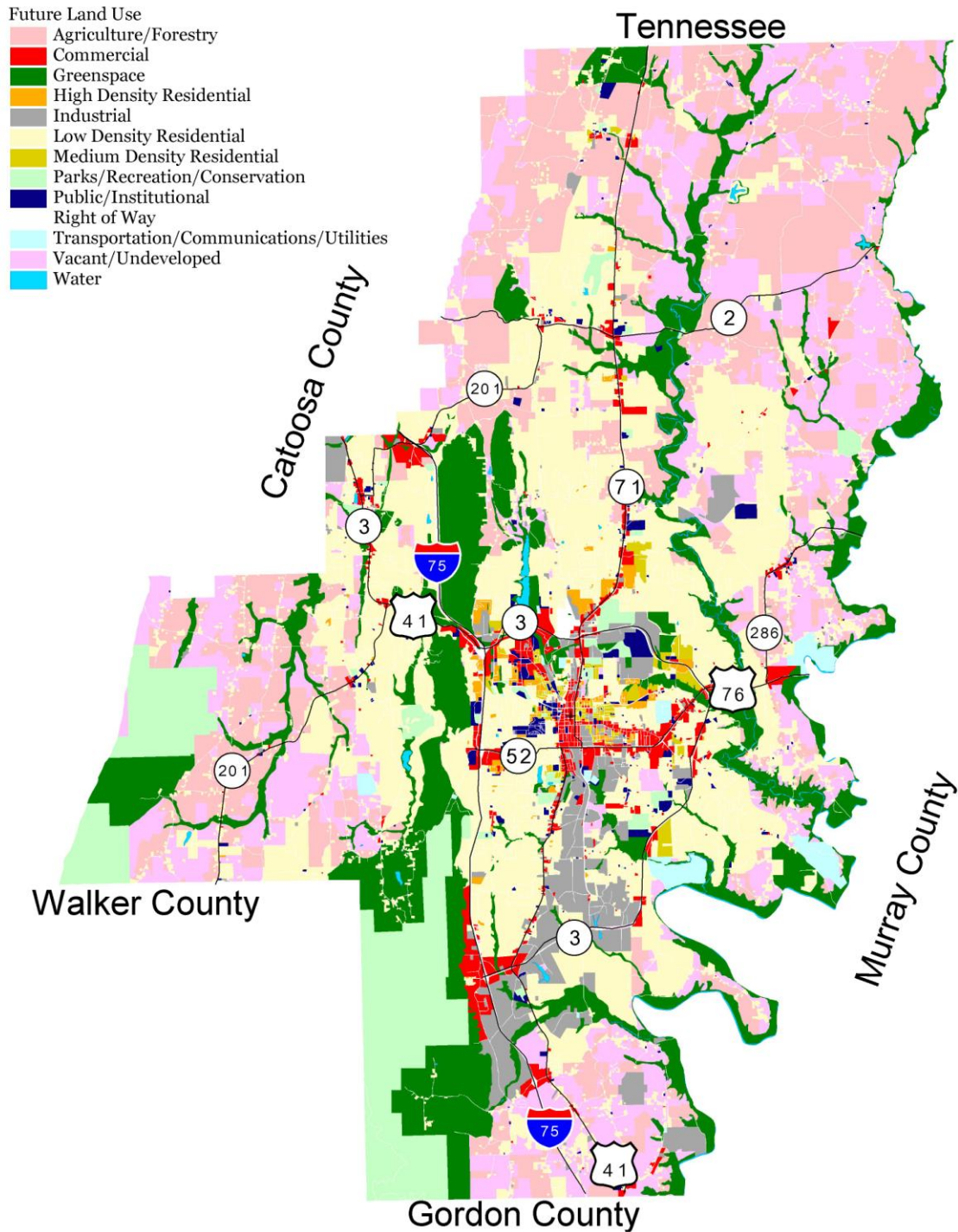
The North Georgia Regional Development Center (NGRDC) recently completed an update of the comprehensive land use plan. This was the basis for future traffic projections. Figures 2 and 3 on the next two pages illustrate the current and future land use plan for Whitfield County. A comparison of the maps reveals that the major difference is the increase in land area for single-family residential development (yellow). Additional discussion on the traffic projection methodology is described in detail on page 45.

Figure 2: Whitfield County Land Use – 2000



Source: Whitfield County and Cities Joint Comprehensive Plan Update 2000-2020

Figure 3: Whitfield County Land Use Plan – 2020



Source: Whitfield County and Cities Joint Comprehensive Plan Update 2000-2020

EXISTING CONDITIONS

Census 2000

Whitfield County experienced its most rapid period of population growth in the 1940s and 1960s, increasing by almost a third each of those decades. During the 1970s growth slowed to 19.4% and during the 1980s to 10.2%, a trend generally in line with growth in carpet manufacturing employment. During the period of 1940-1980, Whitfield's growth outstripped both state and national growth. Since 1980, Whitfield County has grown slower than the state but faster than the nation. Figures from the 2000 Census show a 15.3% increase over the decade in Whitfield compared to 26.4% for Georgia and 13.1% for the nation.¹ Table 1 below reveals Whitfield County's population from 1990 through the 2010 Census projection.

Table 1: Whitfield County Population: 1980 – 2000, 2010 Estimate

Year	Population	Percent Change
1980	65,775	
1990	72,462	10.2%
2000	83,525	15.3%
2010 Est.	97,203	16.4%

Source: 2000 Census

Whitfield County and, more specifically the City of Dalton, have a large Hispanic and Latino population. The 2000 Census reported that there were 18,419 Hispanic or Latinos living in Whitfield County, which represents 22.1% of the total population of the County. The 2000 Census reported that there were 11,219 (40%) Hispanics/Latinos living in Dalton, which had a total population of 27,912. Figure 4 on the next page shows the Hispanic population of Whitfield County by Census Tract and the largest Hispanic percentages are concentrated within the city limits of Dalton. Figure 5 on page 17 shows that the largest African American percentages are concentrated in downtown Dalton. Based on the 2000 Census, there is a large Hispanic population in Census Tracts 9, 11, 12, 13, 14, 15, which are mostly contained in the city limits of Dalton. A large African American population is evident in Census Tracts 9 and 13, which are also located in downtown Dalton. This information will be used in Phase II of the study to identify multimodal transportation alternatives that can best serve both population groups.

¹ Whitfield County and Cities Joint Comprehensive Plan Update 2000-2020

Figure 4: Hispanic Population in Whitfield County by Census Tract

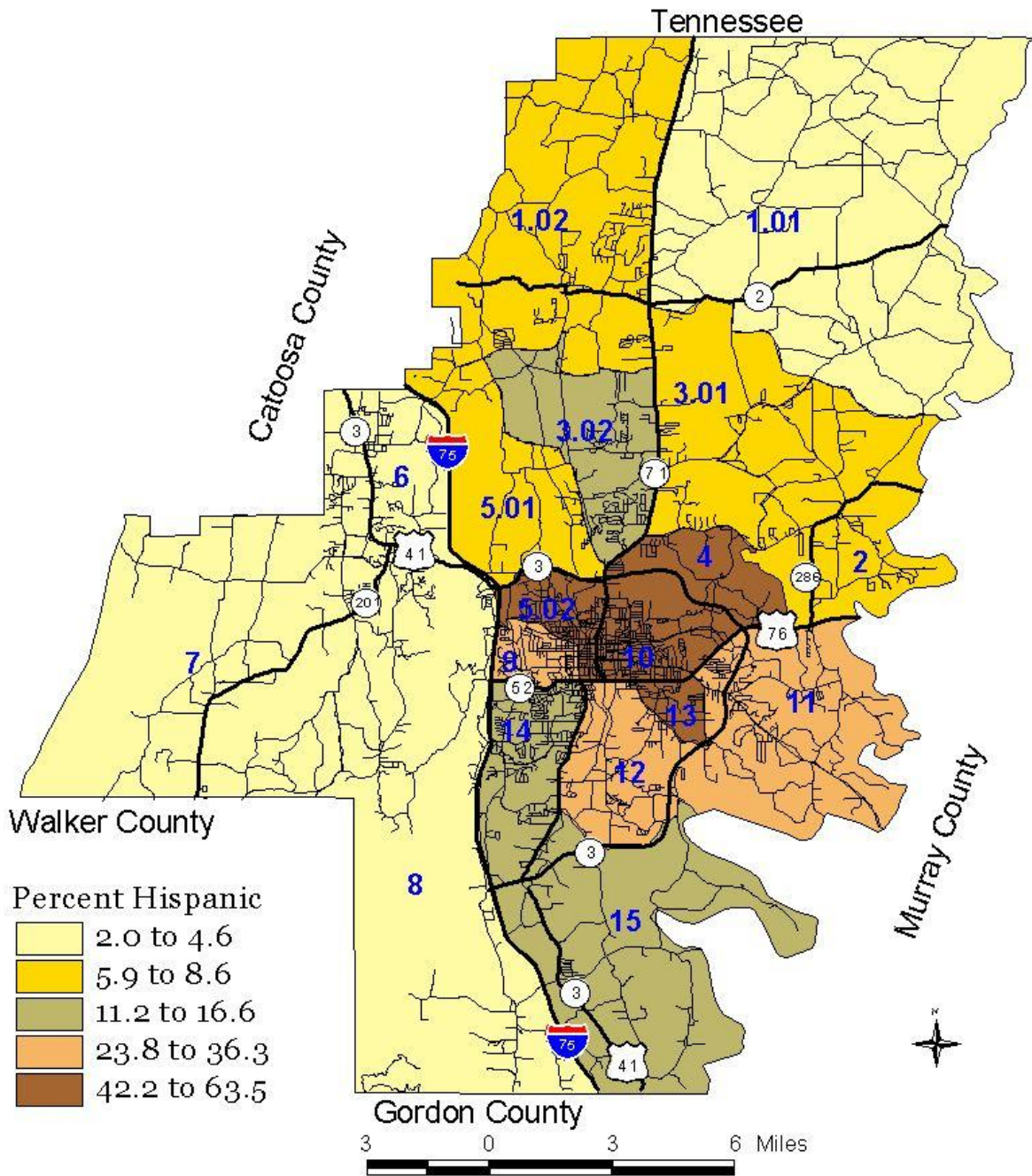


Figure 5: African American Population in Whitfield County by Census Tract

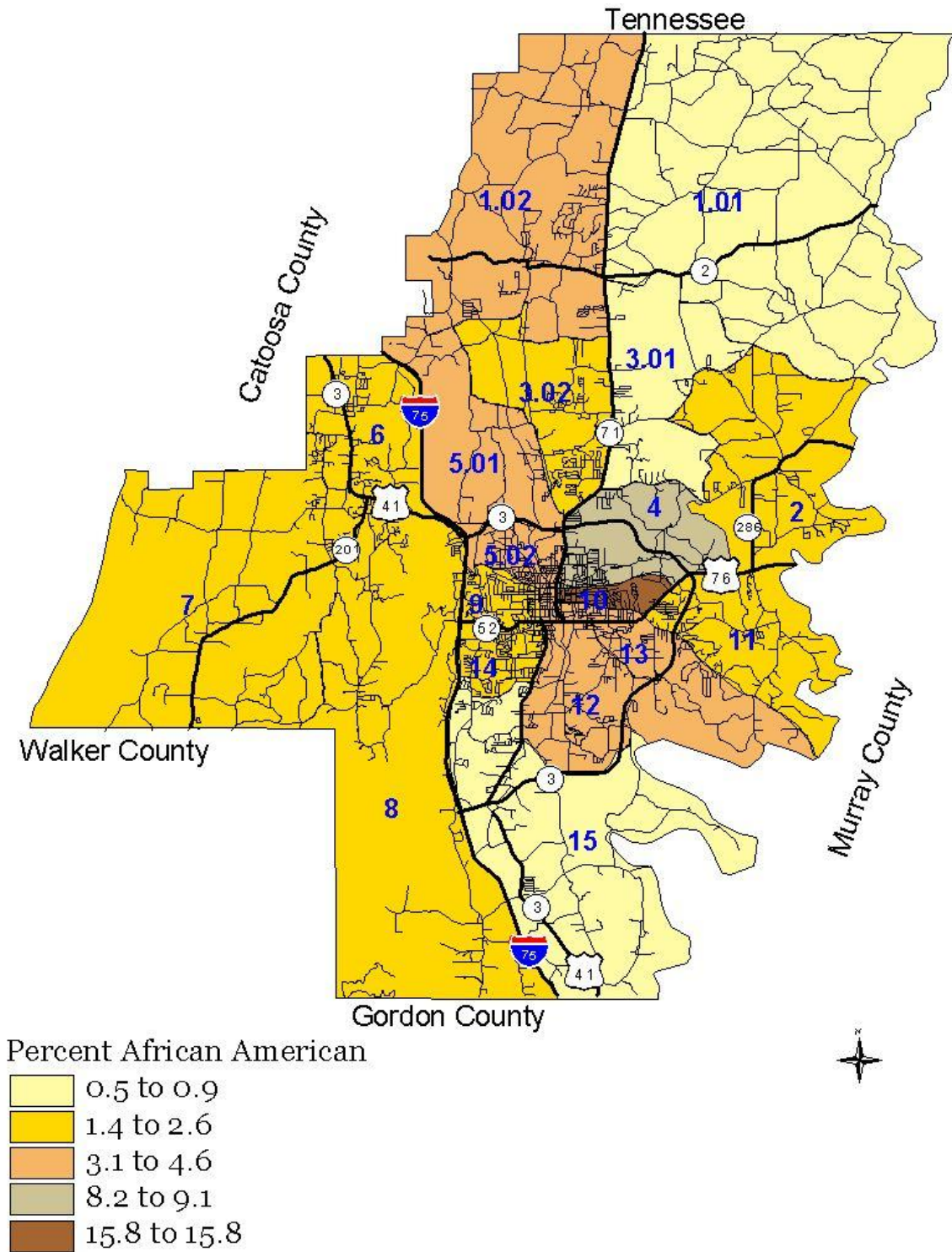


Figure 6: Journey to Work – Whitfield County – 1990

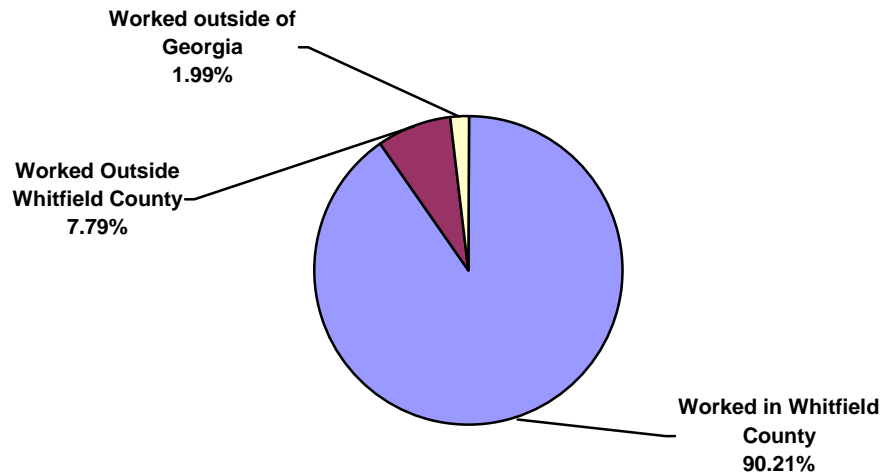
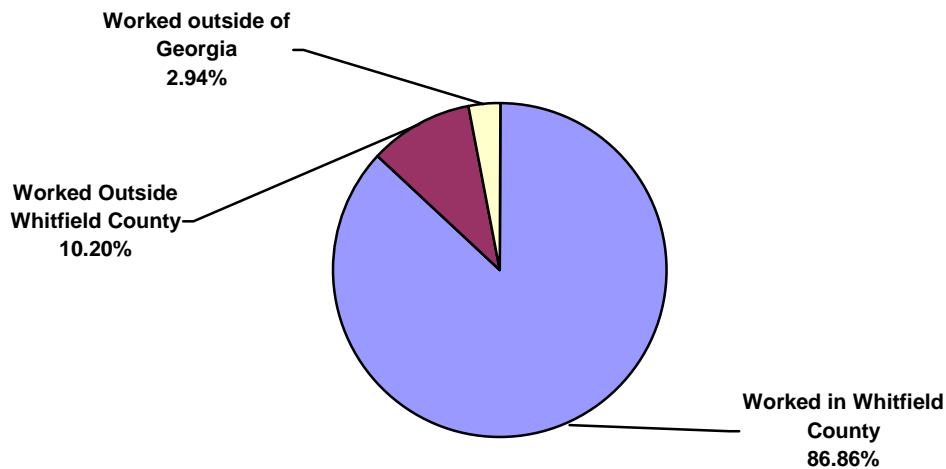


Figure 7: Journey to Work – Whitfield County – 2000



Between 1990 and 2000 the percentage of people working in Whitfield County decreased by 3.35%; the percentage of people working outside Georgia increased by 1.04%; and the percentage of people working outside of Whitfield County increased

by 2.41%. Whitfield County enjoys a strong relationship between those living and working within the County because nearly 87 percent living in the Whitfield County work in the County. While the actual percentage decreased during the last ten years, Whitfield County provides a strong employment sector that not only employs local county residents but they attract workers from surrounding counties.

Table 2 below shows the journey to work data for counties contiguous to Whitfield County.

Table 2: Journey to Work – Contiguous Counties

County	Worked in Whitfield County	Percent Worked in Whitfield County
Catoosa	2,618	13.2%
Walker	1,515	5.8%
Gordon	1,569	9.2%
Murray	4,942	38.4%
Bradley (TN)	2,157	5.2%

Mapping Data

Mapping data has been obtained or created during the data collection phase of this study. These mapping themes have been rectified to a common mapping projection so that they may be displayed together using ARC View. The mapping shapefiles and their sources include:

- Base roadway network – GIS Clearinghouse
- Airports – GIS Clearinghouse
- Utility lines – GIS Clearinghouse
- Railroads – GIS Clearinghouse
- County and Municipality Boundaries – GIS Clearinghouse
- Census Block boundaries - GIS Clearinghouse
- Water Boundaries - GIS Clearinghouse
- Bike routes – GDOT
- Sidewalk network – GDOT
- Construction Work Program – GDOT
- Traffic volumes – GDOT
- Number of Lanes – GDOT
- Traffic signals – GDOT
- Accident data – GDOT
- At-grade railroad crossings – GDOT
- Existing land use – North Georgia RDC
- Future land use – North Georgia RDC
- Population – U.S. Census

Land Use

The existing travel patterns are a function of the locations and intensity of existing land uses and the existing transportation system. Existing land uses are illustrated in Figure 2 on page 13. As shown, commercial, industrial, and manufacturing uses are located primarily within Dalton and Tunnel Hill. Commercial land use is primarily located along SR 71/Cleveland Highway, SR 52 near I-75, SR 52/Chatsworth Highway, and the I-75/SR 3 Connector. The majority of land use is currently agriculture with pockets of single family residential scattered throughout the county. The existing land uses illustrate Dalton as the current center for provision of shopping and services within the County.

Existing Transportation Facilities

A wide variety of data was collected during Phase I of this study. The existing transportation system in Whitfield County includes a network of roads and sidewalks, two rail lines, two state bicycle routes, a 5311 rural paratransit program, and a general aviation airport. This important information was used to evaluate the existing and future multimodal conditions in Whitfield County and the City of Dalton.

Highway System

The roadway network, comprised of a system of arterials, collectors, and local streets, is the backbone of Whitfield County's transportation system.

- The North Dalton Bypass – US 76/US 41 – and the South Dalton Bypass – SR 3 Connector provide a multi-lane circumferential route north, east and south of Dalton. Due to the mountainous terrain, the bypass does not extend west of I-75. There are several State Routes that traverse the county:
- SR 71/Cleveland Highway begins at the North Dalton Bypass and extends north to the Tennessee state line.
- SR 201 enters Whitfield County on the east at the Walker County line, extends through Tunnel Hill, and terminates in Varnell at SR 2.
- SR 2 enters Whitfield County on the east at the Catoosa County line and extends through Varnell and into Murray County.
- SR 3/US 41 enters Whitfield County on the south at the Gordon County line and extends north to the South Dalton Bypass/SR 3 Connector. SR 3/US 41 then traverses north through Tunnel Hill and into Catoosa County. Prior to the South Bypass construction, SR 3 extended on South Dixie Highway through downtown Dalton.
- SR 52/Walnut Ave begins at I-75 and extends east-west through Dalton.
- SR 52/US 76/Chatworth Highway extends east-west through Dalton into Murray County.
- SR 286 begins at SR 52/US 76 in Dalton and extends north-south into Murray County.

Existing 2001 traffic volumes were used to analyze the roadways in the study area. The existing traffic volumes were derived from traffic count locations maintained by Georgia DOT. These volumes were used to compute the existing conditions of the roadways in the study area. The Road Characteristics File (RC File) was used in examining:

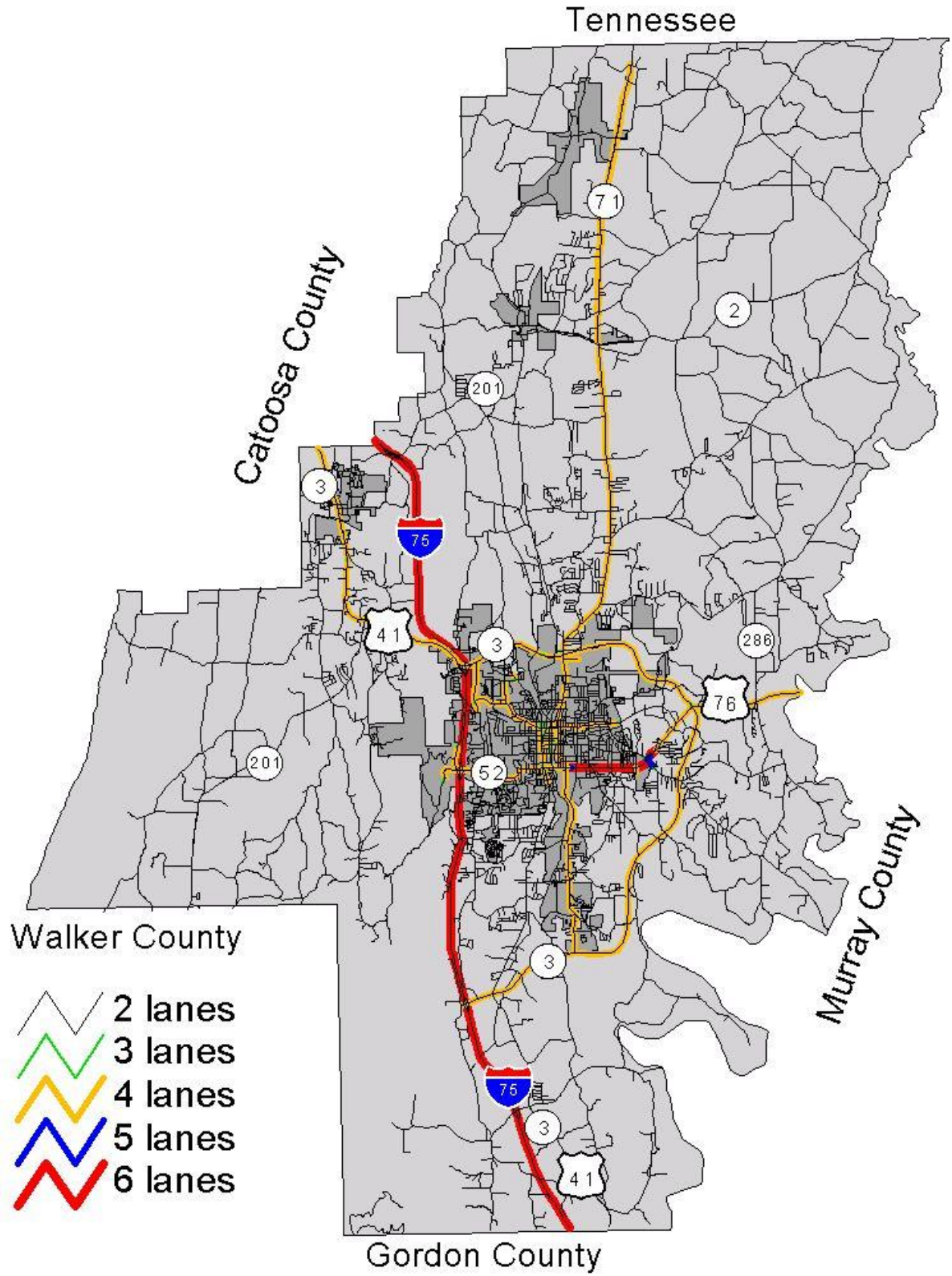
- Number of travel lanes
- Truck percentage
- Roadway operations
- Presence of turn lanes
- Type of control devices
- Approximate pavement width
- Presence of sidewalks
- Parking availability

Field observations and consultation with the Advisory Group were used to verify the RC file data accuracy. The existing land use provided by NGRDC provided the conditions for the primary developed areas in and around Whitfield County.

Figure 8 illustrates the multi-lane roadways in the county. I-75 and portions of SR 52 provide six travel lanes. Some of the major four-lane arterials in the county include:

- Dalton Bypass
- SR 52/Walnut Avenue
- SR 52/US 76 Chatsworth Highway
- Waugh Street/Martin Luther King Blvd.
- SR 71/Cleveland Highway
- SR 3/US 41 – between I-75 and
- Glenwood Avenue
- Abutment Road

Figure 8: Number of Travel Lanes



The existing 2001 traffic volumes in Whitfield County, depicted in Figures 9 and 10, reveals the average annual daily traffic (AADT) throughout the county. Most of the four-lane roadway mentioned previously have an AADT between 10,000 and 25,000. However, sections of the North Dalton Bypass, SR 71/Cleveland Highway, SR 52/Walnut Avenue/Chatsworth Highway, and SR 3/US 41 have a current AADT between 25,000 and 50,000.

Figure 9: 2001 Daily Traffic Volumes – Whitfield County

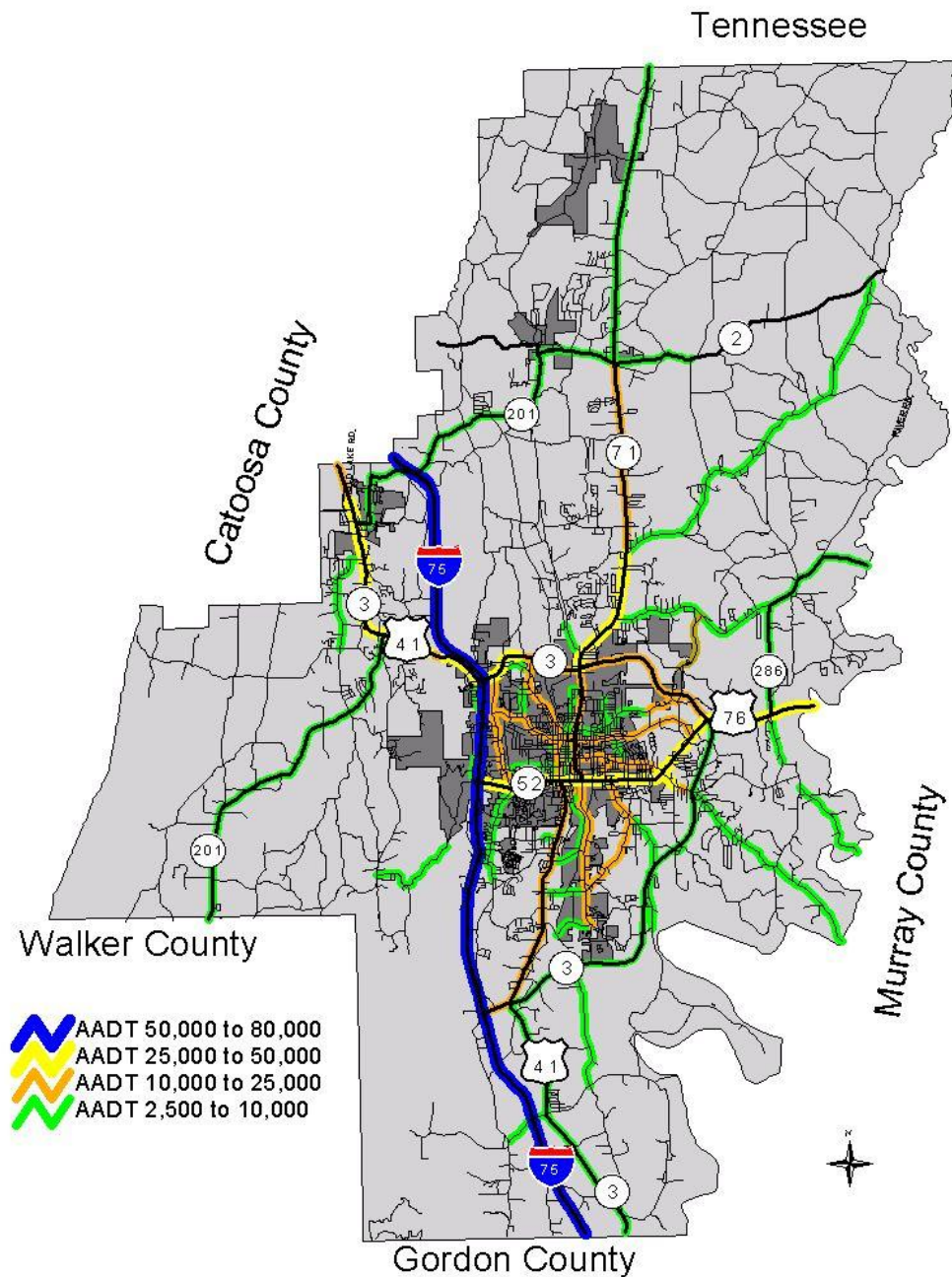
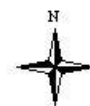
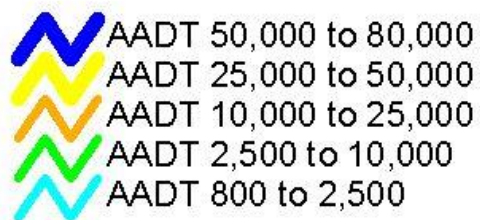
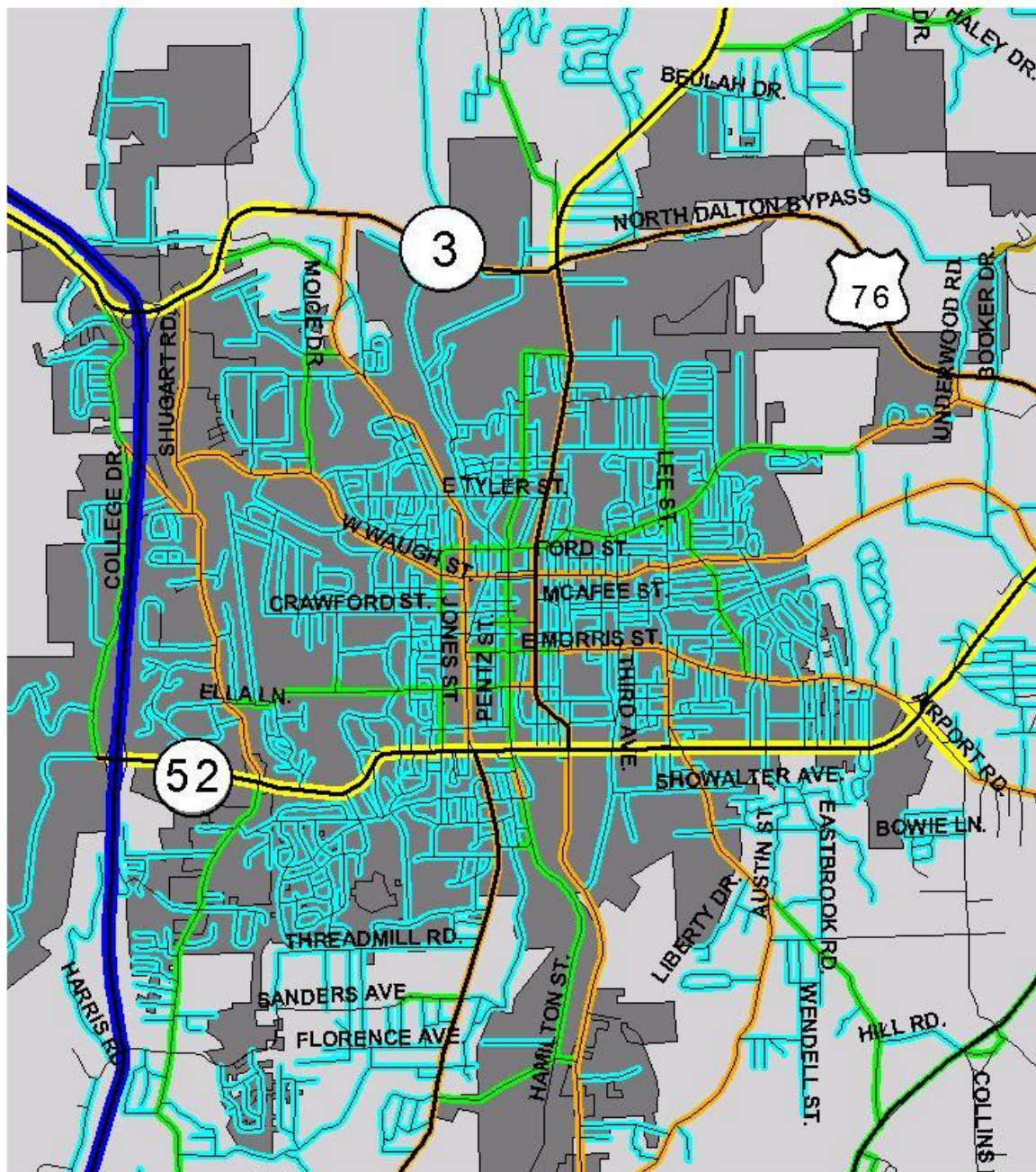


Figure 10: 2001 Daily Traffic Volumes – City of Dalton



Historic traffic counts provided by Georgia DOT were reviewed to determine traffic trends within the study area, particularly the rate of traffic growth or shifts on major corridors. The base year of 1986 was chosen given the distribution of available count data. As shown in Table 3, dramatic traffic increases have occurred on several major roadways throughout the county during the previous fifteen years. The annual compounded growth rates explain much of the congestion along key roadways during this same period.

Table 3: 15 Year Historical Growth Rates on Major Corridors

Roadway	15 year Growth Rate 1986-2001
I-75	3.2 to 6.4
SR 52/Walnut Ave.	2.2 to 4.4
SR 52/Chatsworth Highway	1.6 to 4.10
SR 3/US 41 – 1-75 to Catoosa County	1.6 to 3.7
SR 3/US 41 – Gordon County to SDB	3.3 to 6.8
North Dalton Bypass	6.5 to 11.0
South Dalton Bypass	7.7
SR 201	3.4 to 4.9
SR 286	2.3 to 4.1
SR 2	1.8 to 6.9
SR 71	1.1 to 5.6
Glenwood Avenue	2.2 to 3.7
Thornton Avenue	2.6 to 2.7
Dawnville Road	1.2 to 2.2
Beaverdale Road	2.7 to 4.1
Chattanooga Road	0.8 to 5.4
Tibbs Road	4.1
Waugh Street	1.7 to 3.0

Airport Facilities

The nearest commercial air carrier (jet) service to Whitfield County is in Chattanooga, Tennessee. The City of Dalton owns and operates a municipal airport that has a 5,000-foot runway with a full parallel taxiway. The airport can accommodate aircraft up to the size of a Gulfstream IV. There are 28 hangars and four corporate/multiple use hangars at the airport that provide space for the storage of the two jets, four turbo prop twins, eight piston twins, and 40 single engine aircraft currently based at the airport.

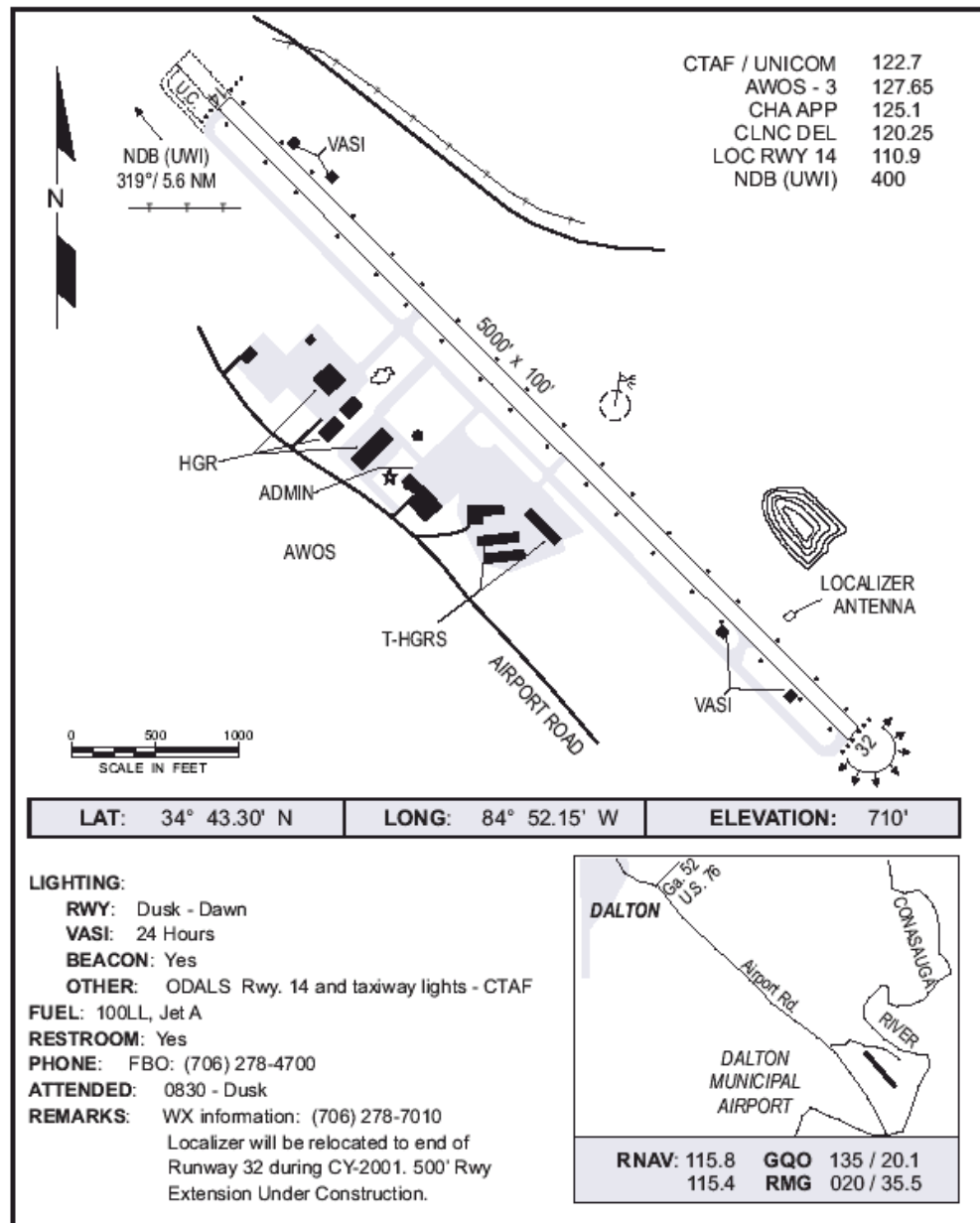
Approved projects for the airport include:

- eight (8) new hangars with 1500 feet of new taxiway
- a 500-foot extension of the current runway and parallel taxiway
- a glide slope transmitter. The glide slope transmitter will upgrade the airport to a full Instrument Landing System (ILS), which will reduce the landing

minimums to 200 feet, which in turn allows aircraft to land at most times of the day.

The improvements to the airport will allow it to better serve the carpet industry and attract other industries to northwest Georgia. Figure 11 shows a map and relevant data for the Dalton Municipal Airport.

Figure 11: City of Dalton Municipal Airport Layout



Source: Georgia DOT – Office of Intermodal Programs

Freight Rail Service

Two freight rail systems operate in Whitfield County. CSX connects Dalton with Chattanooga, Tennessee, and Cartersville, Georgia and also operates a piggyback service handling more than 2,000 piggyback cars per month. The Norfolk Southern rail service connects Dalton, Varnell, and Cohutta with Cleveland, Tennessee, and Rome, Georgia. There is a rail yard in Dalton that services both CSX and Norfolk Southern lines.

These rail lines run north-south through downtown Dalton and actually cross one another. At this junction, one train must wait on another, contributing to delays at upstream railroad crossings. There are railroad grade crossings in Dalton on SR 52/Walnut Avenue and Waugh Street/MLK Blvd. These connections over the railroad provide decent east-west access to travelers in the mid and southern business districts of Dalton. The northern business district of Dalton does not have any grade separations and frequent delays occur in this section of the city.

Table 4 provides the most current railroad statistics for the rail lines traversing through the City of Dalton. Within Dalton, the NS and CSX railroads run common and this tract carries 50 trains per day with speeds ranging from 15 to 50 mph. Within Tunnel Hill, CSX operates between 22-26 trains per day with speeds ranging from 22 to 45 mph. Within Varnell, NS operates between 27 – 36 trains per day with speeds ranging from 5 to 50 mph. Within Cohutta, CSX operates 44 trains per day and NS operates between 18 to 27 trains per day with speeds ranging from 1 to 30 mph and 5 to 50 mph, respectively.

Figure 12 shows the two rail lines extending through Whitfield County and each at-grade railroad crossing.

Figure 12: Whitfield County Railroads and At-Grade Crossings

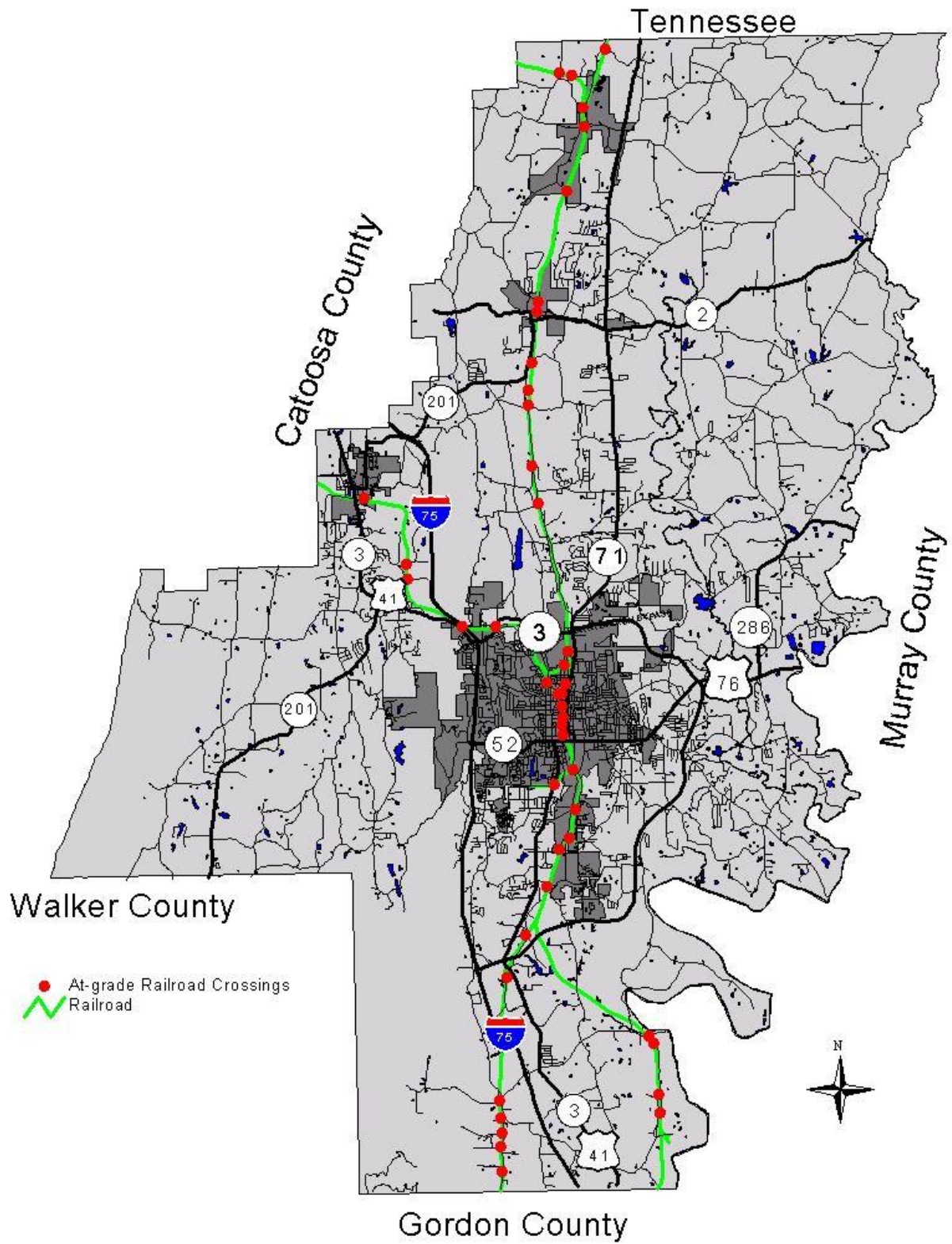


Table 4: Railroad Statistics

Inventory No.	City	Road Type	Road Number	Road Name	Railroad	Trains Per Day	Min Speed	Max Speed	Level of Warning
719695D	Cohutta	CR	209	NO NAME CR209	NS	27	5	50	Gates
719692H	Cohutta	CR	19		NS	18	5	50	Gates
719689A	Cohutta	CR	201	CR201	NS	27	5	50	Gates
719690U	Cohutta	CR	202	CR202	NS	27	5	50	Gates
719696K	Cohutta			PVT.	NS				
719688T	Cohutta			PVT.	NS				
719691B	Cohutta				NS	0	0	0	
719672W	Cohutta			PVT	NS	0	0	0	
340590L	Cohutta		0		CSX	44	1	30	Crossbucks
719669N	Cohutta			PVT	NS	0	0	0	
719673D	Cohutta			PVT	NS	0	0	0	
719668G	Cohutta			PVT	NS				
719693P	Cohutta				NS				
719670H	Cohutta	CR	189	WILSON-CALDWELL	NS	36	5	35	Gates
719671P	Cohutta	CR	203	RED CLAY RD	NS	36	5	35	Gates
719089X	Dalton	CS	603	IND. BLVD.	NS	41	5	50	Gates
719085V	Dalton	CS	789	EMORY ST	NS	36	1	20	Gates
719084N	Dalton	CS	759	EAST MORRIS ST	NS	36	1	20	Gates
719078K	Dalton	CS	737	LONG STREET	NS	34	1	30	Gates
719080L	Dalton	CS	723	E TYLER ST	NS	38	1	30	Gates
719081T	Dalton	CS	716	W HAWTHORNE ST	NS	38	1	30	Gates
719073B	Dalton	CS	845	SPRINGDALE ROAD	NS	34	1	30	Gates
719724L	Dalton	CR	4	EBER RD	NS	33	5	50	Gates
719720J	Dalton	CR	16	CARBONDALE RD	NS	28	5	50	Gates
719721R	Dalton	CR	6	CARBONDALE RD	NS	27	5	50	Gates
719079S	Dalton	CS	724	MATILDA ST	NS	37	1	30	Flashing Lights
719070F	Dalton	CR	239	WARING RD	NS	20	1	50	Gates
719072U	Dalton	CR	539	ROSEN DR	NS	34	1	50	Gates
719711K	Dalton	CR	395	MCFARLAND RD	NS	50	5	50	Gates
719712S	Dalton	CR	48	BRICKYARD CR48R48	NS	38	5	50	Gates



Inventory No.	City	Road Type	Road Number	Road Name	Railroad	Trains Per Day	Min Speed	Max Speed	Level of Warning
719713Y	Dalton	CR	666	FIVE SPRINGS RD	NS	38	5	50	Gates
719715M	Dalton	CR	488	PHELPS- CR488	NS	27	5	50	Gates
719072N	Dalton	CR	539	ROSEN DRIVE	NS	30			Gates
719716U	Dalton	SR	3	SR 3 US 41	NS	0	0	0	
719719P	Dalton	SR	401	I 75	NS	0	0	0	
719082A	Dalton	CS	715	WAUGH ST	NS	0	0	0	
719074H	Dalton	CS	845	HAMILTON ST	NS				
719075P	Dalton	CS	726	SELVIDGE ST	NS				
719076W	Dalton	CS	725	CHATTANOOGA AVE	NS				
719086C	Dalton	CS	845	MCCAMY ST	NS				
915974M	Dalton	CS	604	S. Hamilton St.	NS	2	1	5	
340546Y	Dalton	CS	899	GORDON STREET	CSX	42	15	25	Flashing Lights
340547F	Dalton	SR	52	N HAMILTON ST	CSX	42	15	25	Gates
340535L	Dalton	CR	672		CSX	24	30	50	Gates
340536T	Dalton	CR	31	TILTON BRIDGE RD	CSX	24	30	60	Gates
340537A	Dalton	CR	33	OLD TILTON	CSX	24	30	50	Gates
340538G	Dalton	CR	666	OLD DIXIE HWY	CSX	24	30	50	Gates
340540H	Dalton	CR	666	FIVE SPRINGS RD	CSX	51	30	50	Gates
340541P	Dalton	CR	48	BRICKYARD RD	CSX	26	2	35	Gates
340539N	Dalton		0	(PVT)	CSX	0	0	0	
351174P	Dalton			SR 3\ SOUTH BYPASS	CSX	0	0	0	
340553J	Dalton		0	(PVT)	CSX				
340554R	Dalton	SR	401		CSX	0	0	0	
340548M	Dalton	CS	845		CSX	0	0	0	
340552C	Dalton	CR	644	HAIG MILL RD.	CSX	42	45	50	Crossbucks
340542W	Dalton	CR	395	MC FARLAND RD	CSX	50	25	35	Gates
340543D	Dalton	CR	563	INDUSTRIAL BLVD	CSX	53	25	35	Gates
340556E	Dalton	CR	280	WILLOW DALE RD	CSX	23	45	50	Gates
340544K	Dalton	CS	789	E EMORY ST	CSX	42	20	25	Gates
340545S	Dalton	CS	759	W MORRIS	CSX	42	15	25	Gates
340549U	Dalton	CS	716	HAWTHORNE	CSX	42	15	25	Gates
340550N	Dalton	CS	726	SELVEDGE ST	CSX	42	15	25	Gates

Inventory No.	City	Road Type	Road Number	Road Name	Railroad	Trains Per Day	Min Speed	Max Speed	Level of Warning
340551V	Dalton	CS	723	E TYLER ST	CSX	42	15	25	Gates
719714F	Dalton			FRED MILLER PVT	NS	0	0	0	
719725T	Dalton			PVT	NS	0	0	0	
904117G	Dalton			NORTH DALTON BYP	NS	0	0	0	
904135E	Dalton			WALNUT AVE	NS	0	0	0	
719071M	Dalton			PVT	NS				
719083G	Dalton	SR	52	GORDON ST	NS	0	0	0	
719087J	Dalton	CR	416	NEEDHAM DR	NS	8	1	10	No Signs
719717B	Dalton	CR	17	CR 17	NS	2	1	10	No Signs
719077D	Dalton	CS	725	JUDSON ST.	NS	1	1	5	No Signs
719088R	Dalton	SR	3	SR3 US41	NS	2			Crossbucks
719718H	Dalton	CR	17	East Field Rd.	NS	33	5	55	Crossbucks
719722X	Dalton	CR	2	Postelle Rd	NS	33	5	50	Crossbucks
719723E	Dalton	CR	3	Henry Owens Road	NS	33	5	50	Crossbucks
340561B	Tunnel Hill	CR	282		CSX	26	45	50	Gates
340559A	Tunnel Hill	CR	290	Beaver Rd.	CSX	25	45	50	Crossbucks
340564W	Tunnel Hill	CR	304		CSX				
340557L	Tunnel Hill		0	(PVT)	CSX				
340566K	Tunnel Hill		0	(PVT)	CSX	0	0	0	
340558T	Tunnel Hill		0	(PVT)	CSX	0	0	0	
340567S	Tunnel Hill		0	(PVT)	CSX	0	0	0	
340563P	Tunnel Hill	SR	3	HWY 41	CSX	0	0	0	
340532R	Tunnel Hill	CR	27	Nance Spring	CSX	24	30	50	Crossbucks
340560U	Tunnel Hill	CR	290		CSX	23	45	50	Crossbucks

Inventory No.	City	Road Type	Road Number	Road Name	Railroad	Trains Per Day	Min Speed	Max Speed	Level of Warning
340562H	Tunnel Hill	CS	200	OAK ST	CSX	22	35	40	Flashing Lights
719699F	Varnell	CS	258	NO NAME S 2209	NS	27	5	50	Gates
719701E	Varnell			PVT	NS	0	0	0	
719703T	Varnell			PVT.	NS	0	0	0	
719705G	Varnell			PVT	NS	0	0	0	
719706N	Varnell			PVT	NS	0	0	0	
904134X	Varnell				NS	0	0	0	
719697S	Varnell			PVT.	NS				
719700X	Varnell	SR	2	SR2	NS	0	0	0	
719709J	Varnell	CR	239	WARING RD	NS	33	5	50	Gates
719710D	Varnell	CR	239	closed	NS	30			No Signs
719708C	Varnell	CR	239	WARING RD	NS	20	5	50	Gates
719698Y	Varnell	CR	658	WHEELER ST	NS	36			Crossbucks
719707V	Varnell	CR	234	CR 234	NS	28			Crossbucks
719704A	Varnell	CR	234	Maple Grove Rd.	NS	27	5	50	Gates
719702L	Varnell	CR	235	RAUCHENBERG RD	NS	36	5	50	Gates

Bicycle Routes

The “March to the Sea” and the “Mountain Crossing” routes are the two state bicycle routes in Whitfield County. The Mountain Crossing Route runs east/west across the mountains and north Georgia between Walker County, south of Chattanooga, and Rabun County, in the northeast corner of the state. Within Whitfield County the Mountain Crossing Route traverses 21.4 miles. The route crosses Dalton College, I-75, Dalton, and the Conasauga River. The Mountain Crossing Route traverses on the following roadways throughout Whitfield County:

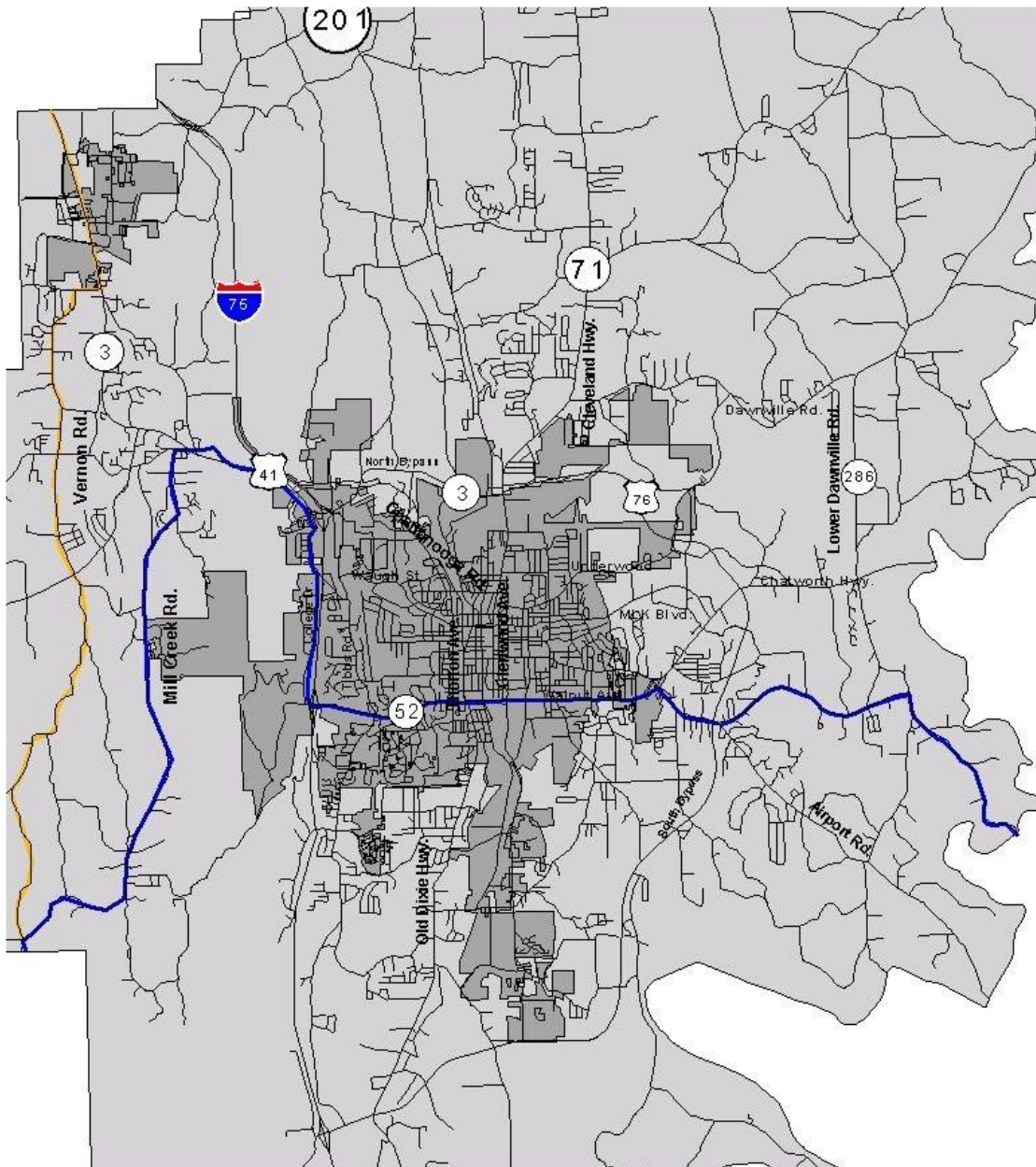
- Lower Mill Creek Road
- Mill Creek Road
- Bradberry Hill Road
- Sam Lowe Road
- Old Lafayette Road
- US 41
- Tibbs Road
- College Drive/Holiday Avenue
- Walnut Avenue
- Thornton Avenue
- Morris Street/Murray Avenue
- Airport Road
- Tibbs Bridge Road
- Keith Mill Road



The March to the Sea Route runs northwest/southeast between the Tennessee state line near Chattanooga and downtown Savannah. Within Whitfield County the March to the Sea Route traverses 11.7 miles. The route crosses Tunnel Hill and Mount Vernon. The March to the Sea Route traverses on the following roadways throughout Whitfield County:

- US 41/US 71/GA 3
- GA 201
- Mount Vernon Road
- Utility Road
- White Road
- Mill Creek Road

The 700-acre Chattahoochee National Forest contains a number of hiking/biking trails as well. Figure 13, on the next page, provides the alignment of the two state bicycle routes that traverse through the county.

Figure 13: State Bicycle Routes



 Mountain Crossing Bicycle Route
 March to the Sea Bicycle Route



There are three major trail systems that traverse through Whitfield County: Pinhoti Trail, Blue & Gray Trail, and the Chieftain Trail.

The Georgia Pinhoti Trail is the connecting link between the Appalachian Trail and the Appalachian National Scenic Trail via the Benton MacKaye Trail; thus making it possible to hike the entire southern Appalachian Range. The Georgia Pinhoti Trail currently consists of some 50 miles of finished trail, 50 miles of roadwalk, and 30 miles of incomplete treadway, for a total of approximately 130 miles. The Georgia Pinhoti Trail traverses the Armuchee Ridges near Rome and then on to Rocky Face at Dalton, then across the Great Valley to the Cohuttas. From there it will soon connect to the Benton MacKaye Trail below Dyer Gap.²

The Chieftain's Trail was designated a State Historic Trail by the 1988 Georgia General Assembly for the purpose of preservation, promotion and commemoration of Georgia's Native American heritage. Dalton is one of four gateway cities along this 150 mile trail, which includes many historic communities and nine public attractions.³

The Blue & Gray Trail pays tribute to some of the Civil War's most dramatic events in North Georgia, which includes Whitfield County. The Blue & Gray Trail traverses though more than 60 battlefields, national parks and museums that serve as a reminder to this momentous chapter in history.⁴

Sidewalk Network

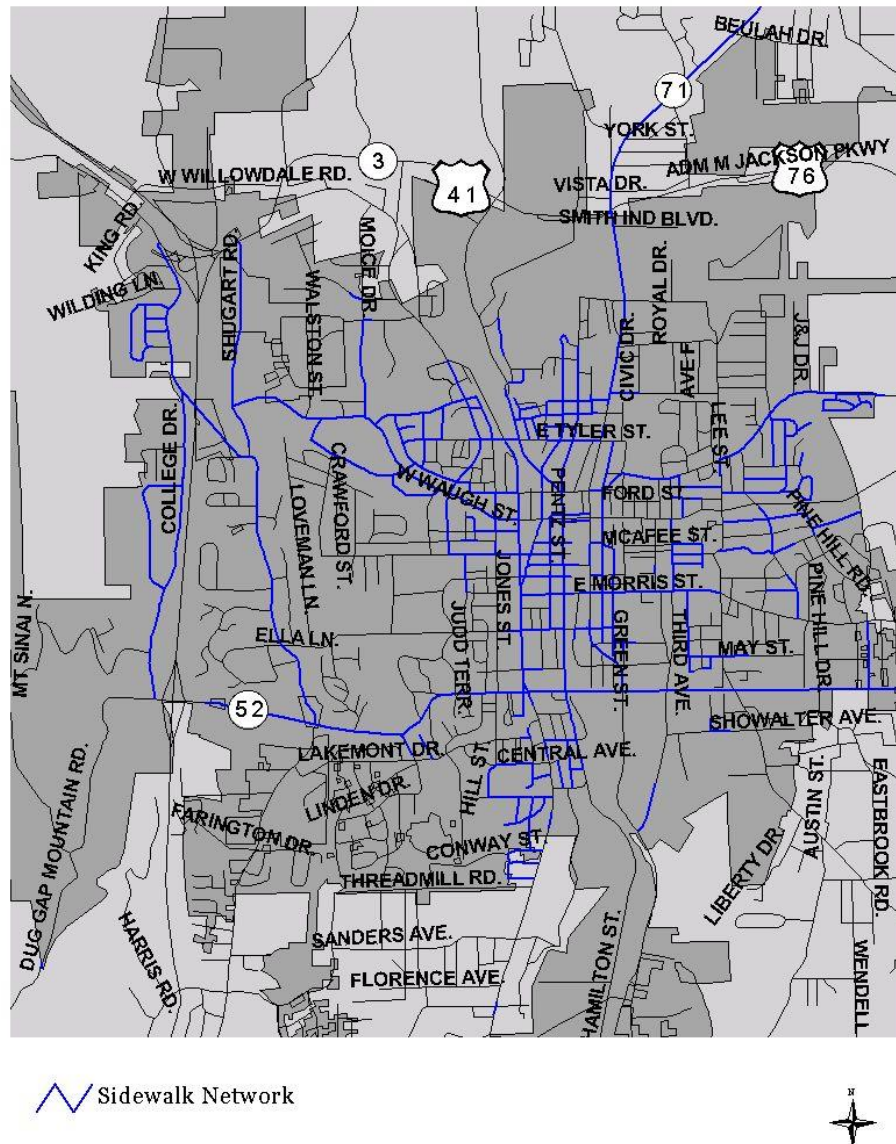
Whitfield County has a relatively good sidewalk network within downtown Dalton and along SR 71/Cleveland Highway. Figure 14 shows the sidewalk system within the city limits of Dalton. A good portion of the existing sidewalk system covers most of the major activity centers along SR 52/Walnut Avenue/Chatsworth Highway, Thornton Avenue, and Glenwood Avenue.

² <http://www.svrart.com/ect/trailinfo.php>

³ <http://www.georgiahighcountry.org/trails.html>

⁴ <http://www.georgiahighcountry.org/blueandgray.html>

Figure 14: Sidewalk System



Motor Freight Carriers

In 2000, Whitfield County had 46 motor freight carriers. Because of the large volume of carpet related trucking that occurs within the county, rates are quite competitive. Competing alternatives such as rail service also contribute to its favorable freight rates.

Private Transit Systems

Greyhound provides inter-city bus service to Whitfield County. There are also eleven taxicab services operating within the County, several of which are Hispanic owned and operated.

Paratransit System - 5311

Whitfield County contracts out the operation and administration of the service to the North Georgia Community Action Agency (NGCAA). The NGCAA is a nonprofit corporation which provides services oriented to low income communities. NGCAA operates transportation programs in six counties, including Whitfield County.

NGCAA indicates that approximately 60% of the public service operated is for trips within the City of Dalton. Outside of the City, service is provided to the various quadrants of the County on select days of the week due to capacity constraints.

Whitfield County currently operates 15 vehicles in their public transportation program Monday through Friday between 6:30 a.m. and 5:00 p.m., excluding holidays. Service is provided and is available to all County residents for various trip purposes, including medical, nutrition, shopping, education, recreation, etc. It is available through demand-response and route-deviation systems, Purchase of Service Agreements, and charter arrangements.

The primary benefit of the county's 5311 program is to disadvantaged populations, which have improved accessibility to shopping, educational, medical, and social activity centers. Residents are provided affordable and dependable transportation to any local destination that might otherwise not be available to them. The system thereby aids the County in meeting an important 5311 program goal of a social responsibility to its citizens and taxpayers.

The following sections provides recent statistics for the 5311 program.

FY 2000

Operating Budget - \$174,500
Total One Way Passenger Trips - 76,464
Total Miles Driven - 212,128
Total Days of Service - 1,617
Total Hours of Service - 16,022

FY 2001

Operating Budget - \$218,143
Total One Way Passenger Trips - 47,846
Total Miles Driven - 206,185
Total Days of Service - 1,639
Total Hours of Service - 15,811

FY 2002

Operating Budget - \$289,802

Total One Way Passenger Trips - 29,826

Total Miles Driven - 145,175

Total Days of Service - 1,195

Total Hours of Service - 10,574

Since 2000, the operating budget has increased and the total one way passenger miles has decreased. This is an alarming trend and during the second Advisory Group meeting it was noted that a fare increase may be a factor in the reduction of passenger trips. The increase in operating budget may be due to additional costs associated with adding vehicles to the fleet.

Roadway Conditions

During the public involvement process local officials and the Advisory Group members were asked to comment on the current transportation issues facing Whitfield County and the City of Dalton. The following suggestions are not study recommendations, but a recap of comments from local officials and Advisory Group members:

1. The City of Dalton has a limited number of major roads leading into the Central Business District (CBD), and traffic tends to get concentrated on these roadways, causing congestion in numerous areas.
2. Walnut Avenue/SR 52 is presently a four-lane divided roadway from I-75 to Dug Gap Road, east of the interstate. This roadway carried between 34,000 and 42,000 vehicles per day (VPD) in 2000. Between I-75 and Dug Gap Road there are no opportunities for U-turns and the majority of the left turn bays do not provide adequate storage during peak travel times. Future widening to a six-lane divided highway will be needed to accommodate future traffic along this busy arterial that connects I-75 with Downtown Dalton.
3. The northbound exit ramp from I-75 accessing Walnut Avenue/SR 52 is very congested during the AM peak, and this impacts the operation of I-75.
4. North Dug Gap Road (west of I-75, north of Carbondale exit) is currently a congested area. This roadway is a two-lane road with curb and gutter.
5. Dawnville Road from Murray County to SR 71 will need to be improved in the future. There are numerous Murray County commuters who travel this roadway each day to the carpet mills.
6. Underwood Road connects Dawnville Road and the North Dalton Bypass. This area of the county continues to grow and improvements to Underwood Road would provide improved access to the North Dalton Bypass. The current alignment provides numerous horizontal curves and any improvement may require a new location study.

7. Traffic volumes on Cleveland Highway/SR 71 range from 4,000 to 35,000 between Dalton and the Tennessee state line. Traffic volumes continually increase as SR 71 approaches the North Dalton Bypass entering into Dalton. Widening Cleveland Highway is an option but providing an additional parallel road may be beneficial in alleviating traffic on SR 71. Waring Road parallels Cleveland Highway and Waring Road could be upgraded to alleviate some of the traffic currently accessing Cleveland Highway/ SR 71.
8. The North Dalton Bypass will need to be widened to six lanes in the future if traffic volumes continue to grow. The Appalachian Foothills Parkway is proposed to widen the North Dalton Bypass to six lanes around Dalton.
9. Mill Creek Road will need improvements in the future due to the current population growth that has occurred in recent years. The future land use plan anticipates continual growth in the area around Mill Creek Road, and future improvements to this roadway will be needed.
10. The North Dalton Bypass/US 76/US 41 intersection with Cleveland Highway/SR 71 is presently very congested. About 70% of the vehicles traveling eastbound on the North Dalton Bypass presently are turning north onto Cleveland Highway/SR 71. There is one exclusive left turn lane and one shared left/straight lane for the westbound to northbound movement. Because there is a shared left/straight lane the signal is split phased, with the eastbound and westbound approaches operating independently. Existing congestion at this intersection during peak periods justifies an intersection improvement, but foretells of a long-range system need for improved connectivity between Cleveland Highway/SR 71 and I-75.
11. There are several key intersections in Dalton that do not provide an adequate turning radius, and this contributes to congestion due to the large amount of truck traffic generated by the carpet industry in Dalton.
12. Glenwood Avenue in Dalton needs left turn lanes at key intersections.
13. There are several roads in the county with horizontal curve problems that need to be redesigned to improve safety and efficiency.
14. Main Street/Old Varnell Road/SR 2 in Varnell may need to be realigned and improved to provide better connectivity to Cleveland Highway/ SR 71.
15. Reed Road carries a great deal of traffic, and the current travel lanes and shoulders need to be widened to provide a safer and more efficient roadway.
16. Improving Foster Road between Dug Gap Road and South Dixie Highway/US 41 would provide better east/west connectivity in Dalton to reach Dug Gap Elementary School.

17. Construct a new frontage road between Connector 3 and Walnut Avenue/SR 52 west of I-75. The current trend reveals growth west of I-75 and the future land use plan for the county shows continual growth in this area. A frontage road would provide better connectivity to I-75.
18. Improving Haig Mill Road from the Dalton Bypass to Dalton Springs Road will provide better north/south connectivity to Dalton.

Local officials and the Advisory Group noted several “problem” intersections in the county. The intersections listed below are based on local comments and they mentioned concerns related to safety, inadequate turning radius, and areas of congestion.

1. North Dalton Bypass/US 76/US 41 and Cleveland Highway/SR 71
2. North Dalton Bypass/US 76/US 41 and Shurgart Road
3. North Dalton Bypass/US 76/US 41 and Mountain Road
4. North Dalton Bypass/US 76/US 41 and Chatsworth Highway/SR 52
5. North Dalton Bypass/US 76/US 41 and Airport Road
6. Cleveland Highway/SR 71 and Smith Industrial Blvd.
7. Cleveland Highway/SR 71 and Waring Road
8. East Walnut Avenue/SR 52 at Murray Avenue/Airport Road
9. Airport Road and Tibbs Bridge Road
10. Airport Road and Hill Road
11. Both the CSX and Norfolk Southern rail lines run north-south and they cross one another in downtown Dalton. At this junction, one train must wait on the other, contributing to delays at upstream railroad crossings and on roadways in the downtown area.

In order to evaluate the current roadway conditions, 2001 traffic volumes were used to calculate the level-of-service (LOS) on roadways in the county. The existing traffic volumes were derived from traffic count locations maintained by Georgia DOT. These volumes were used to compute the existing conditions of the roadways in the study area. Capacity analysis was used to determine the level of service (LOS) on roadways throughout the county.

The level of service measure evaluates a roadway’s operational characteristics based on its traffic volumes, number of lanes, traffic signal phasing and area type. A LOS shapefile was created by using RC File data and the Multimodal Transportation Planning Tool (MTPT). After each roadway segment was mapped, the LOS was determine according to the methodology of the *2000 Highway Capacity Manual, 4th Edition (HCM)*. The LOS was determined by using assumptions based upon the Department’s RC File data, which included traffic counts, truck percentage, lane width, and speed limit. Other LOS assumptions included using a 12 percent peak hour percentage, using rolling terrain as the predominant feature of classifying the roadways throughout the

County, and using field observations and mapping to gauge the number of access points and traffic signals.

Many of the roadway concerns mentioned by local officials and the Advisory Group were substantiated by the capacity analysis results. There are numerous roadways that are currently at or near their capacity during peak travel times within the county. Improving the future transportation network is critical in order to keep the flow of goods and people moving efficiently.

Findings

Level of Service C is the standard used in the Whitfield County and the City of Dalton. Figures 15 and 16 illustrate the LOS for roadways throughout Whitfield County and the City of Dalton. Roadway segments operating at LOS D or worse are listed below. Each roadway mentioned below is identified by a map code on pages 44 and 45.

LOS D is the level at which speeds begin to decline slightly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably limited. The driver experiences reduced physical and psychological comfort levels.

Roadways with LOS D:

- Antioch Road – Lakeland Road to Forest Way – Map Code 1
- Dug Gap Road – Jackson Avenue to SR 52 – Map Code 2
- SR 52 – I-75 to Riverbend Road – Map Code 3
- SR 52 – Bethel Church Road to Cherokee Drive – Map Code 4
- Glenwood Avenue – SR 52 to Leweel St. – Map Code 5
- Airport Road – Pinedale Drive to Parker Road – Map Code 6
- Lower Dawnville Road – SR 52 to Bass Drive – Map Code 7
- Underwood St. – SR 3 to Richardson Drive – Map Code 8
- Waring Road – Brock Drive to Poplar Springs Road – Map Code 9
- Beaverdale Road – SR 71 to Cherokee Estate Road – Map Code 10
- SR 3 – Center St. to Catoosa County line – Map Code – Map Code 11
- SR 201 – I-75 to New Hope Church Road – Map Code 12
- SR 201 – Fields Road to Old Chattanooga Road – Map Code 13
- SR 71 – Wilson Caldwell Road to Tennessee State line – Map Code 14

LOS E is the level at which operations are at capacity. Operations at this level are volatile, there being virtually no usable gaps in the traffic stream. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is poor.

Roadways with LOS E:

- I-75 – Carbondale Road to East Dug Gap overpass – Map Code 15
- I-75 – SR 52 to Catoosa County line – Map Code 16
- SR 3 – just south of Carbondale Road to Luke Drive – Map Code 17
- Riverbend Road – Dalton Bypass to SR 52 – Map Code 18
- East Morris St. – SR 52 to Glenwood Avenue – Map Code – Map Code 19
- Chattanooga Road – Thornton Avenue to Willowdale Road – Map Code 20
- Tibbs Rd – SR 52 to College Drive – Map Code 21
- Lower Dawnvile Road – Bass McHan Drive to Jim Hair Road – Map Code 22

LOS F is characterized by stop-and-go waves, poor travel times, low driver comfort and convenience, and increased accident exposure.

Roadways with LOS F:

- I-75 – Gordon County line to Carbondale Road – Map Code 23
- South Dixie Hwy. – Like Road to SR 52 – Map Code 24
- SR 3/NDB – King Road to Willowdale Road – Map Code 25
- SR 3 – Tunnel Hill – Map Code 26

Figure 15: 2001 LOS – Whitfield County

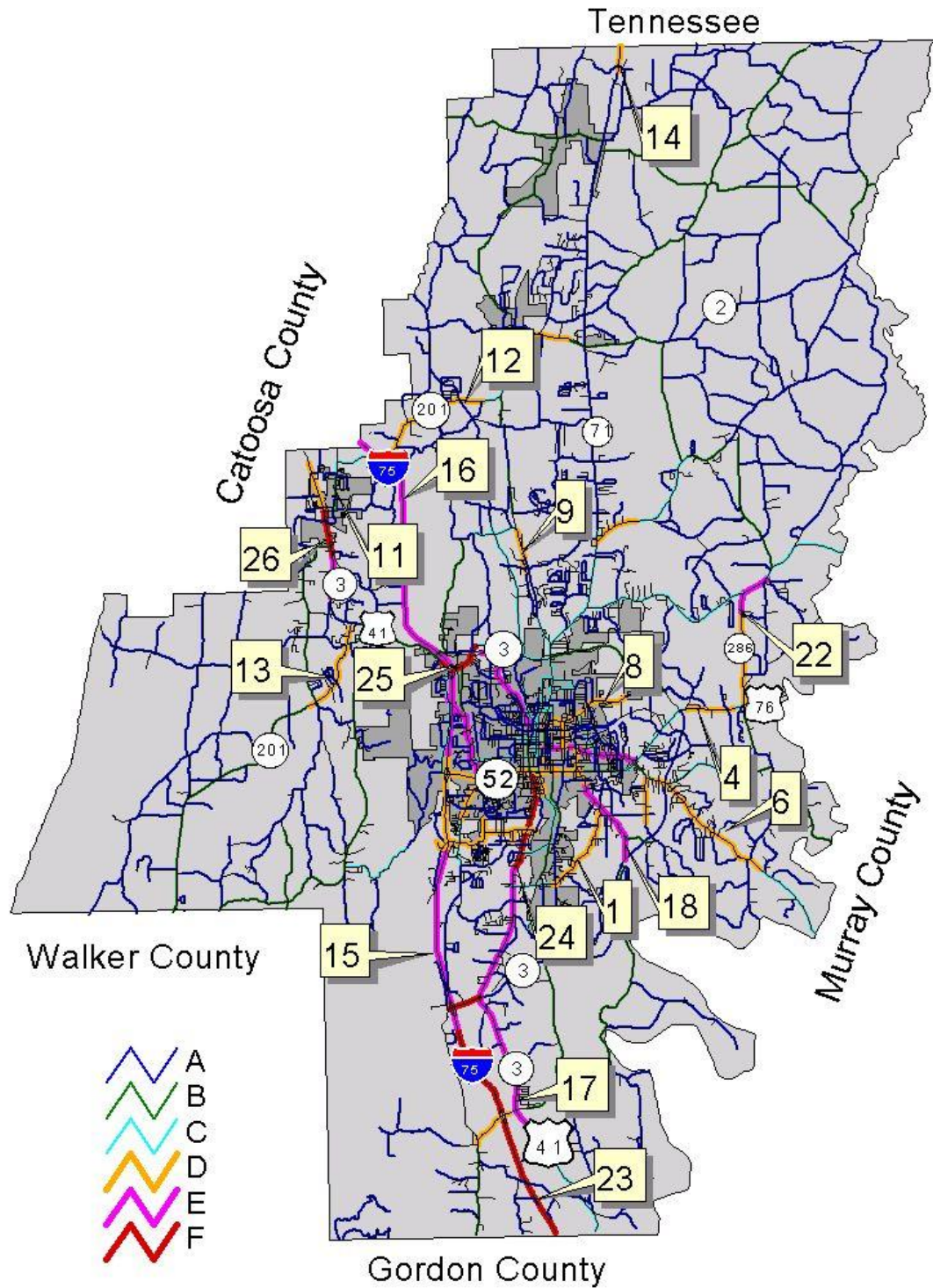
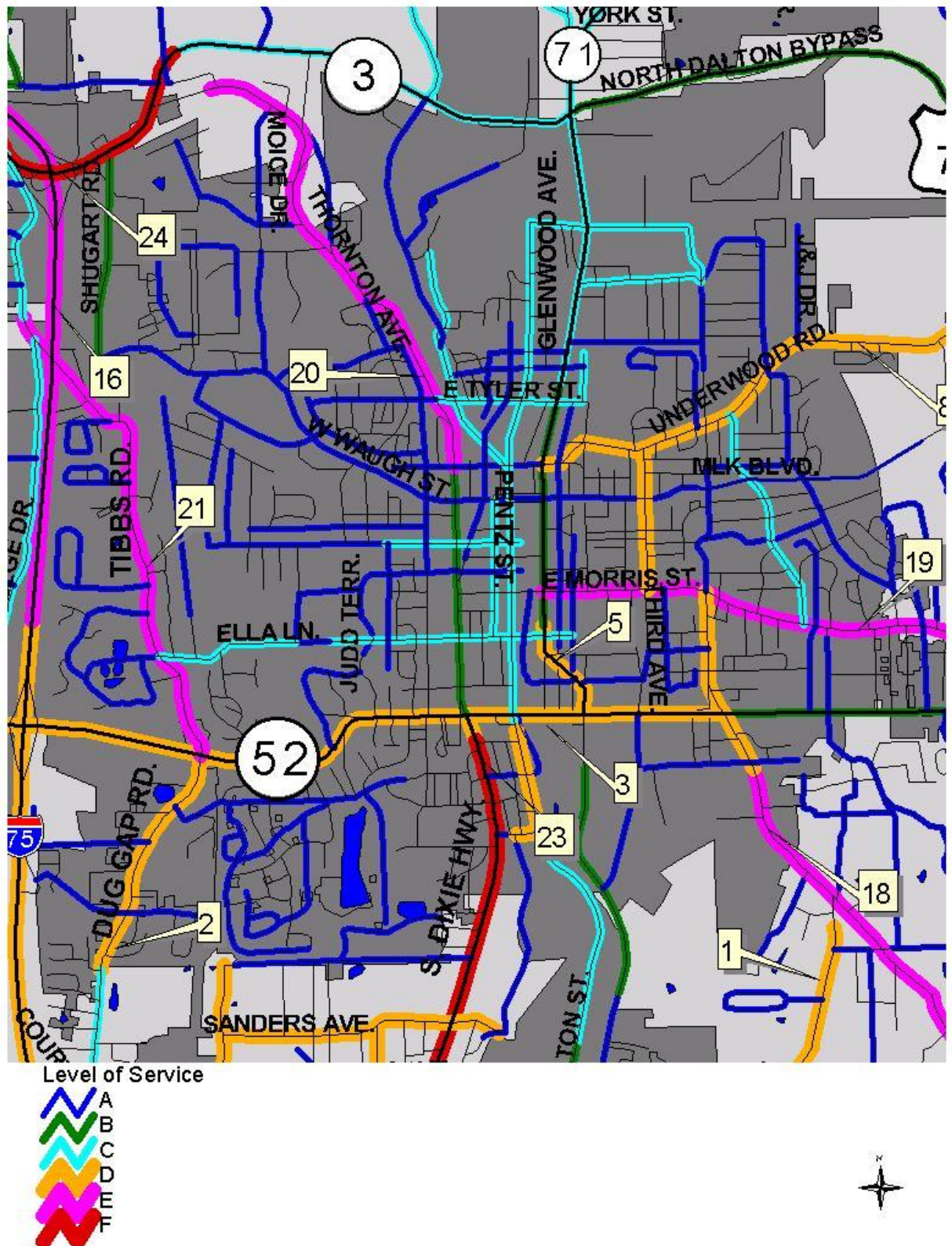


Figure 16: 2001 LOS – City of Dalton



Bridge Conditions

Georgia DOT provided bridge inventory data for all bridges in Whitfield County. The data provided the following information:

- Facility carried
- Location
- Number of lanes
- Length, width, and clearance
- Rating data
- Posting data
- Features intersected
- Year constructed
- Year reconstructed (if applicable)
- Date of last inspection
- Design load
- Structure and foundation type
- Hydraulic data

Georgia DOT calculates a sufficiency rating for each bridge structure. The sufficiency rating provides an overall rating of the condition of the bridge. It takes into account all factors from low load factors to field observation of bridge deficiencies. The Department's Office of Bridge Maintenance suggests that any structure with a sufficiency rating less than 50 should be replaced rather than improved. The sufficiency rating was used in estimating when the bridge would possibly need rehabilitation or reconstruction. Under a 25-year planning horizon, bridge structures with a rating above 70 should be in acceptable condition as long as routine maintenance is provided to these structures. Based upon daily traffic volumes, bridge structures with a sufficiency rating between 60 and 70 may be a candidate for rehabilitation or reconstruction by 2015, and structures between 50 and 60 may be candidate for reconstruction by 2010.

Tables 5 through 7 reveal the bridge ID Number, location, and Sufficiency Rating for bridges with a current sufficiency rating between 60-70, 50-60, and below 50.

Table 5: Bridge Sufficiency Rating below 50

Bridge ID Number	Roadway	Location	Sufficiency Rating
313-5053-0	CR 863/ Nance Springs Circle	In Southeast Corner of Whitfield	39.20
313-5034-0	CR 644/ Willowdale Rd	2.3 miles northwest of Dalton	15.50
313-5081-0	CR 202/ Apison Rd	1.3 miles northwest of Cohutta	45.10
313-5027-0	CR 194/ Seaton Rd	2.5 miles east of Cohutta	47.50
313-5025-0	CR 191/ Hopewell Church Rd	2 miles east of Cohutta	34.40
313-5019-0	CR 141/ Boyles Mill Rd	6.1 miles southeast of Varnell	49.30
313-5016-0	CR 137/ O. Mitchell Br. Rd	6.9 miles north of Dalton	48.70
313-5010-0	CR 34/ Hickory Rd	6.3 miles south of Dalton	40.90
313-5009-0	CR 33/ Old Tilton Rd	5.9 miles southeast of Dalton	47.00
313-5068-0	CR 19/ Apison Rd	Northwest Corner of Whitfield	42.80
313-5067-0	CR 19/ Apison Rd	Northwest Corner of Whitfield	42.80
313-5045-0	CR 349/ Mill Creek Rd	3.9 miles west of Dalton	36.90
313-5046-0	CR 349/ Mill Creek Rd	4.6 miles southwest of Dalton	31.13
313-5065-0	CR 678/ Mt. Vernon Rd	1 mile south of Tunnel Hill	41.10
313-0068-0	CR 670/ Dawnville Rd	4 miles northeast of Dalton	43.30
313-0057-0	CR 667/ L. Beaverdale Rd	4.6 miles southeast of Varnell	36.20
313-0004-0	SR 2	6.2 miles northeast of Varnell	43.50

Table 6: Bridge Sufficiency Rating between 50 and 60

Bridge ID Number	Roadway	Location	Sufficiency Rating
313-0008-0	CR 1177/ Old SR 3	2.9 miles south of Dalton	50.10
313-5051-0	CS 874/ Chattanooga Street	In North Dalton	59.20
313-5050-0	CR 677/McGaughey Chapel Rd	3 miles northeast of Varnell	54.20
313-5043-0	CR 336/ Tate Rd	8.7 miles west of Dalton	53.70
313-5040-0	CR 326/ Houston Valley Rd	5 miles southwest of Tunnel Hill	57.40
313-5031-0	CR 237/ Reed Pond Road	3.9 miles southwest of Varnell	51.90
313-5022-0	CR 183/ Cohutta Rd	3 miles southeast of Cohutta	59.50
313-5008-0	CR 33/ Old Tilton Rd	7.2 miles southeast of Dalton	59.20
313-5002-0	CR 6/ Redwine Cove Rd	8.7 miles southwest of Dalton	53.10

Table 7: Bridge Sufficiency Rating between 60 and 70

Bridge ID Number	Roadway	Location	Sufficiency Rating
313-0009-0	CR 1177/ Old US 41	2 miles south of Dalton	68.80
313-5044-0	CR 336/Dunnagan Rd	6.1 miles west of Dalton	64.60
313-5041-0	CR 331/ Freeman Springs Rd	6.3 miles west of Dalton	60.80
313-5039-0	CR 326/Houston Valley Rd	6.2 miles west of Dalton	66.00
313-5028-0	CR 195/Putman Rd	1.9 miles east of Cohutta	60.20
313-5021-0	CR 169/ Little Murray Rd	@ Whitfield – Murray County Line	68.20
313-5012-0	CR 44/ Cavender Rd	3.1 miles south of Dalton	63.30
313-0066-0	CR 362/ Tibbs Rd	In West Dalton	60.70
313-5015-0	CR 113/ Underwood Street	2 miles east of Dalton	69.50
313-5033-0	CR 279/ Willowdale Rd	2.8 miles northwest of Dalton	66.60
313-0063-0	CS 899/Gordon Street	In Dalton	63.20
313-0027-0	SR 71/Cleveland Highway	4.9 miles northeast of Dalton	64.30
313-0020-0	SR 52/Walnut Avenue	3 miles east of Dalton	68.00
313-0071-0	SR 3/ US 41	In North Dalton (Bypass)	66.90
313-0007-0	SR 3/ US 41	5.9 miles south of Dalton	66.10
313-0006-0	SR 3/ US 41	6.5 miles south of Dalton	60.30
313-0005-0	SR 3/ US 41	6.8 miles south of Dalton	63.40

Accident History

Improving safety was the number one goal outlined by the Advisory Group. Accidents data were analyzed throughout the study area by type of accident (rear end, angle intersect, head on, sideswipe), pedestrian and bicycle incidents, total number of injuries and fatalities. Historical accident data provides valuable information and may indicate problem areas in a transportation system. For this study, accident analysis was completed by using data from 2001. Figures 17 and 18 shows the type of accidents that occurred throughout the County and within the city limits of Dalton. In many circumstances, high traffic volumes conflicting with turning movements may be a factor contributing to rear end and angle intersecting accidents. As noted in the First Advisory Group meeting, there are several roadways throughout the county that have poor geometrics, which may be associated with higher accident rates.

A high number of “rear end” accidents occurred along Thornton Avenue, Glenwood Avenue, Cleveland Highway near the intersection with the North Dalton Bypass, Chatsworth Highway near the intersection with the North Dalton Bypass. Most of these accidents along these corridors occurred at intersections. These corridors do not reveal any geometric issues that would contribute to “rear end” type of accidents. However, exclusive left lanes are not provided along many of these corridors and this causes traffic turning left to do so from a through travel lane, which could be the cause of most of the “rear end” accidents along these corridors.

Airport Road, between SR 52 and the South Dalton Bypass experienced a large number of “rear end” and “angle intersect” type of accidents. This two-lane roadway carries large volume of traffic and the congestion and the turning movements may be contributing to these types of accidents along this section of Airport Road. This area is densely populated with commercial businesses and many trips enter and exit Airport Road between SR 52 and the South Dalton Bypass.

Dawnville Road, between SR 71 and SR 286, is a two-lane roadway which carries large traffic volumes. This roadway has experienced several accidents that could be related to some geometrical roadways issues. Dawnville Road has many vertical curves that may reduce sight distance and this could be a contributing factor to some of the “side swipe” and “angle intersecting” type of accidents that have occurred on this roadway.

Bike and Pedestrian Related Accidents

There were ten (10) reported pedestrian accidents and two (2) reported bicycle accidents with vehicles reported in 2001. Figures 19 and 20 shows the accident location for each incident within Whitfield County and the City of Dalton.

Underwood Road is a two lane roadway, which contains no sidewalks or bicycle lanes. This area has one of the highest minority populations in the County and experiences large pedestrian and bicycle activities. During 2001, a bicycle and pedestrian accident occurred along this corridor. The other roadways with no sidewalks that experienced a pedestrian accident were: SR 52/Chatsworth Highway, 5th Avenue, Hardwick Circle, Chattanooga Avenue, South Dixie Highway, Old Dixie Highway, Nance Road, and Ridge Road. Pedestrian accidents occurred along roadway with sidewalks on SR 52/Walnut Avenue at Thornton Road.

Figure 17: Type of Accidents – Whitfield County, 2001

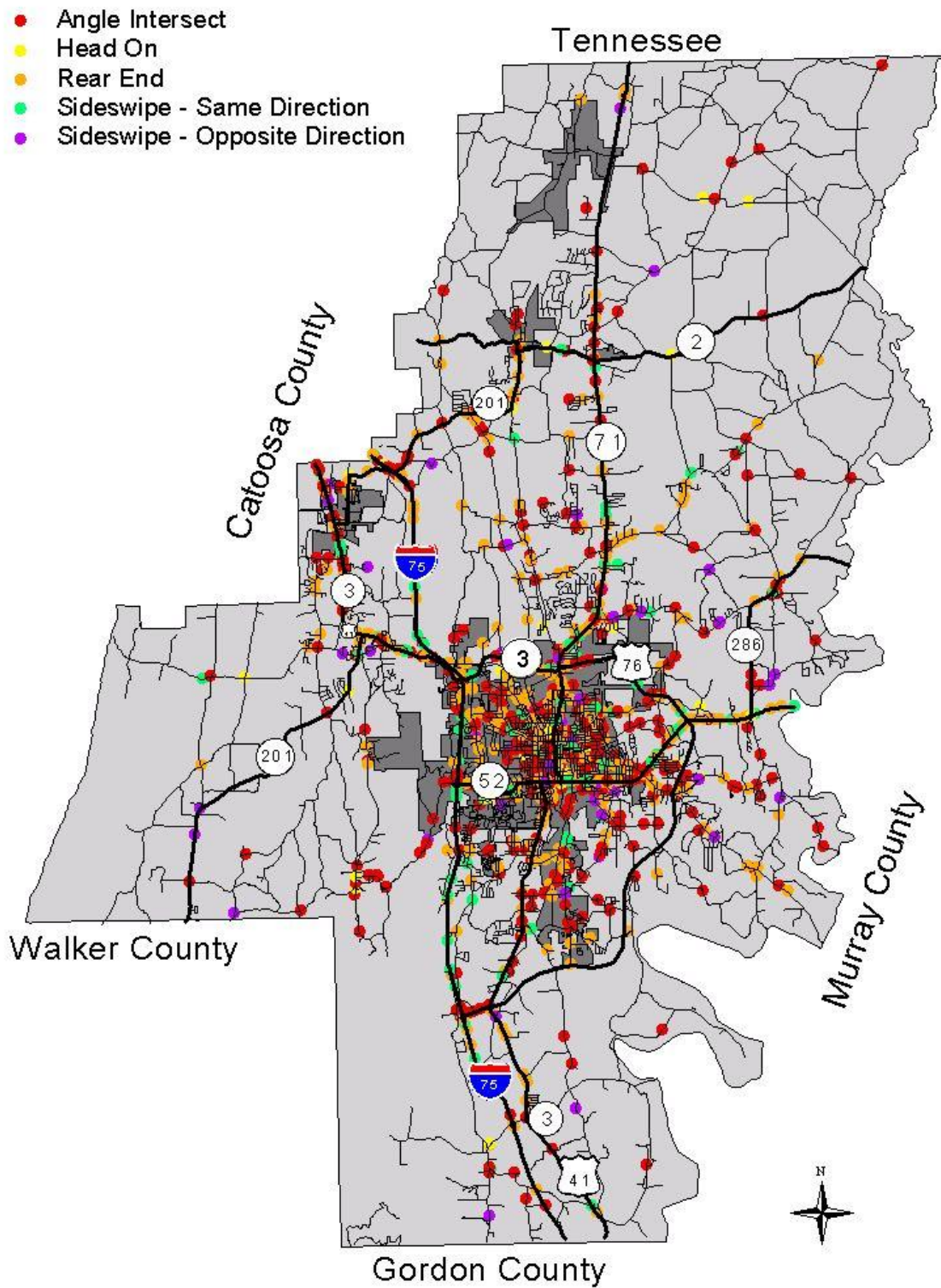
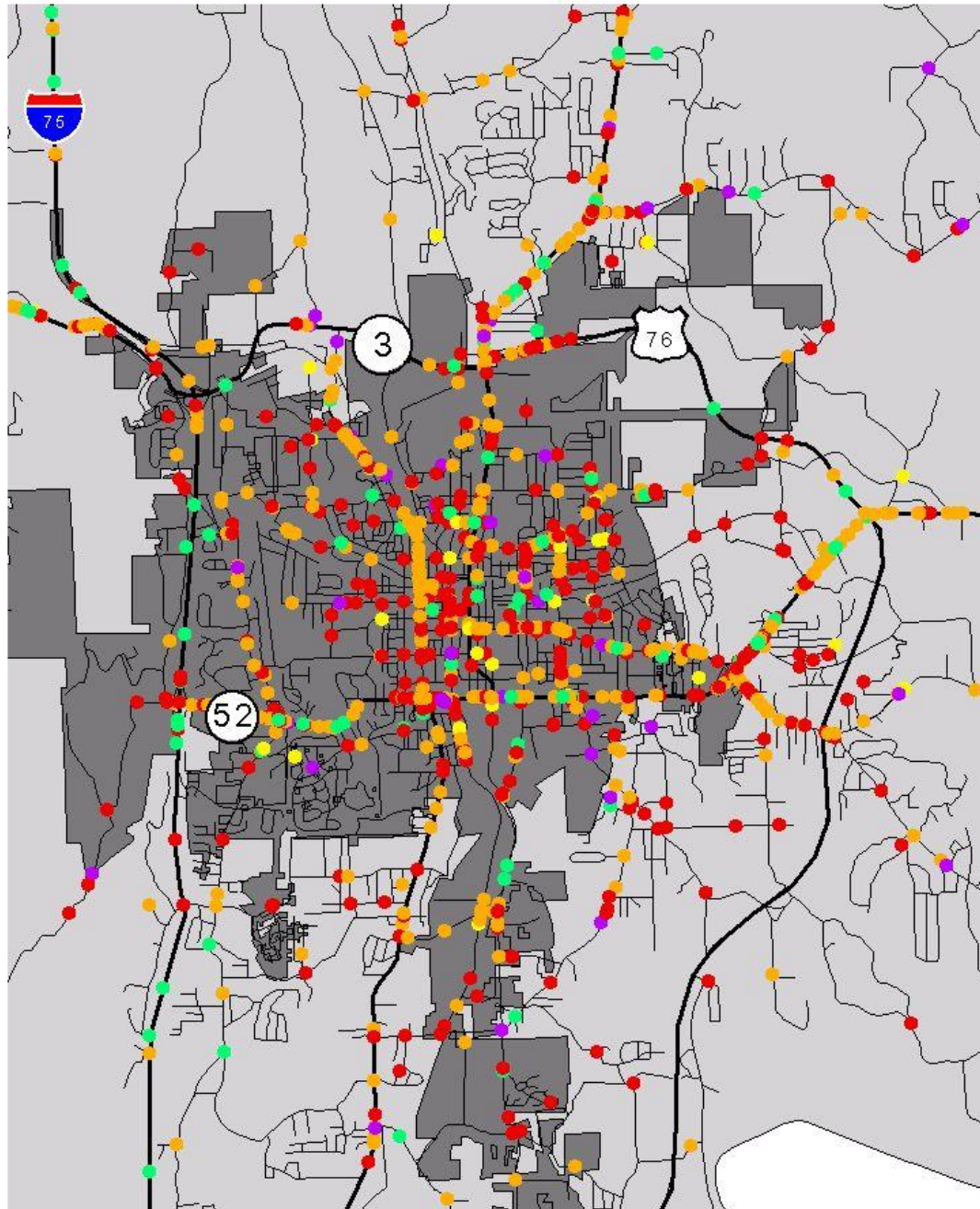


Figure 18: Type of Accidents – City of Dalton, 2001



Type of Accident

- Angle Intersect
- Head On
- Rear End
- Sideswipe - Same Direction
- Sideswipe - Opposite Direction



Figure 19: Bicycle and Pedestrian Accidents – 2001

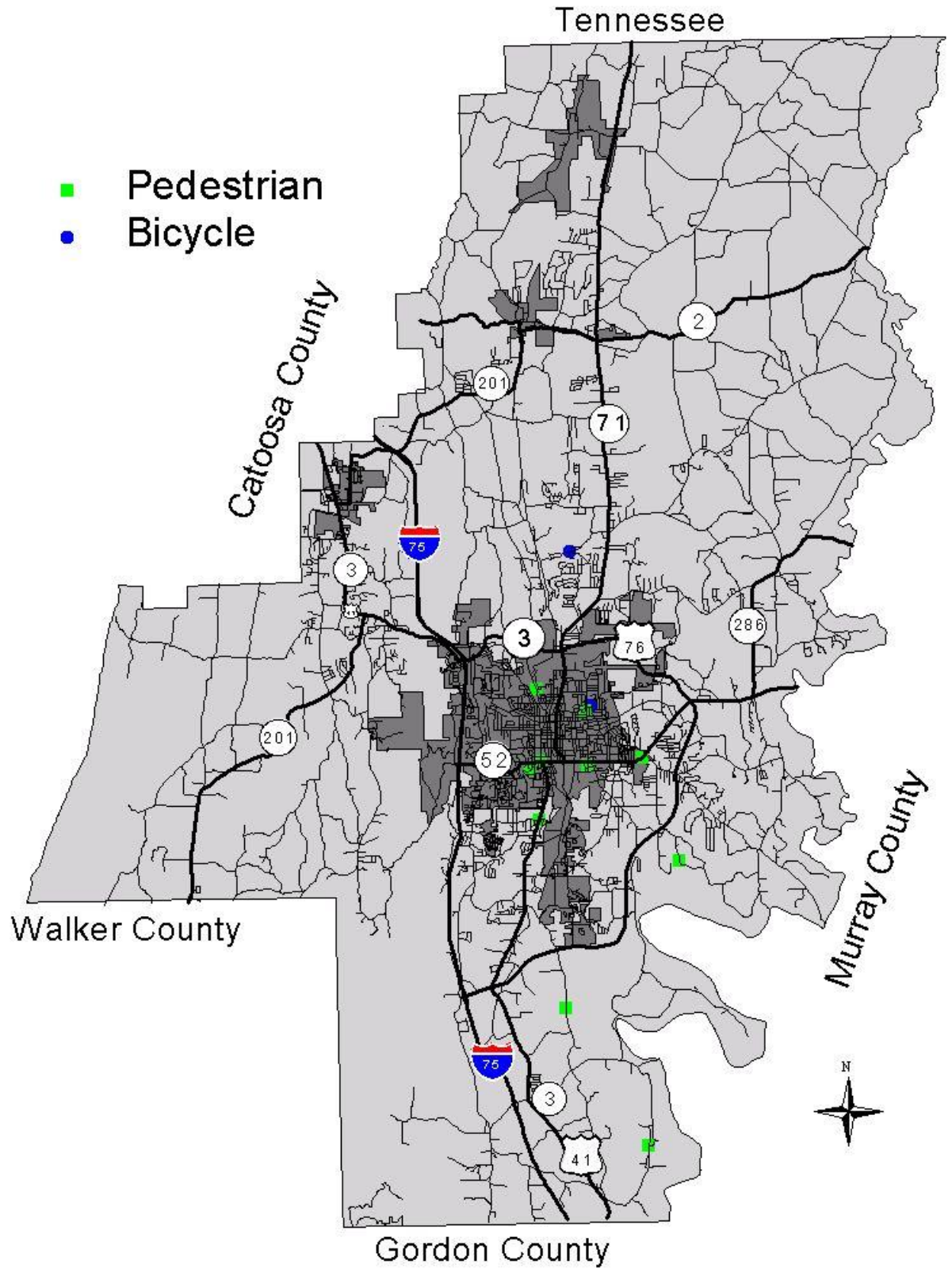
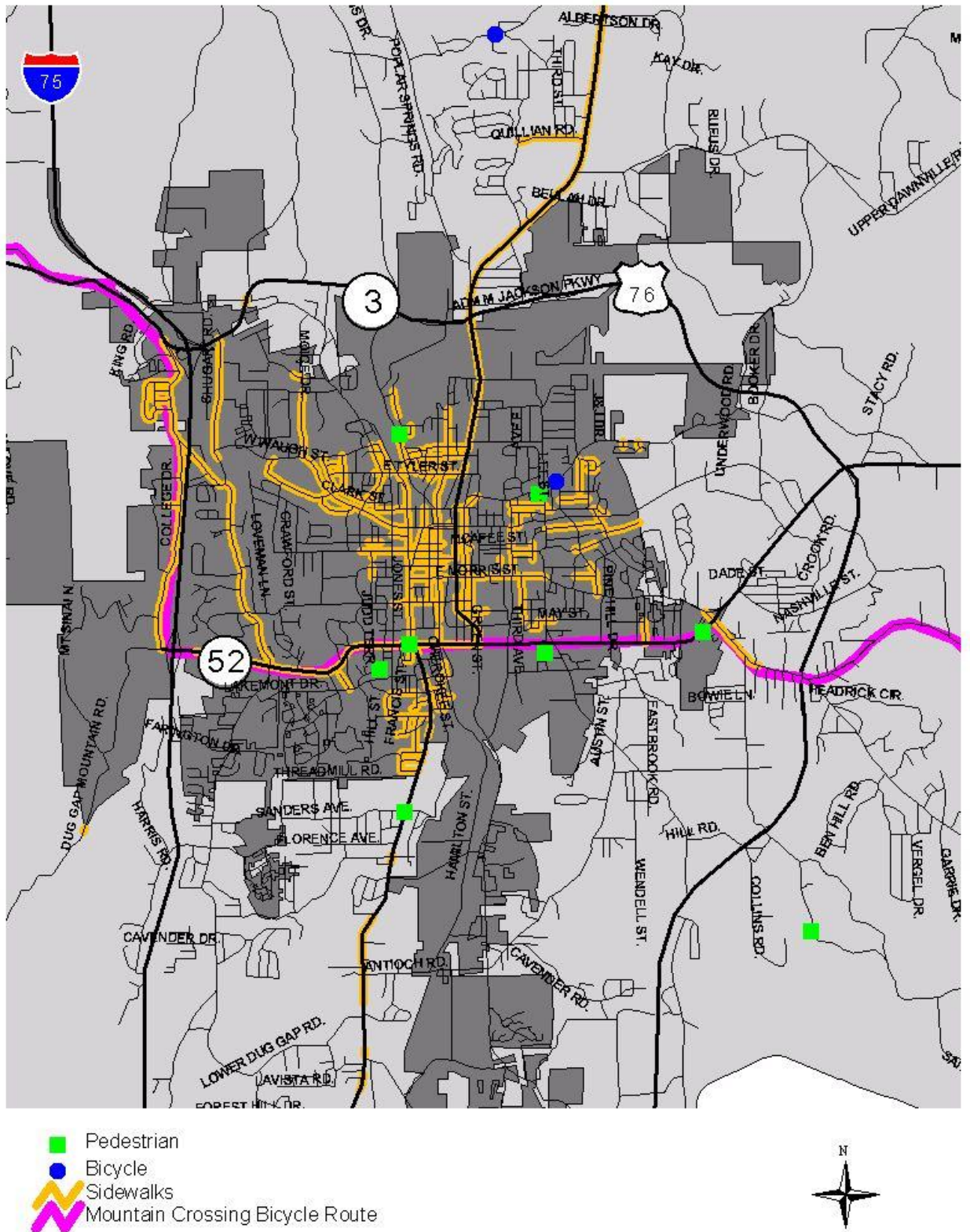


Figure 20: City of Dalton – Bicycle and Pedestrian Accidents, 2001



FUTURE CONDITIONS

Utilities

Currently, Dalton Utilities supplies water to 3,629 industrial users, 29,081 single-family residential users, and 825 multi-family residential users. Dalton Utilities' service area covers 208 square miles and is expanding. Dalton Utilities, at the request of Whitfield County, is currently upgrading and expanding the water distribution system throughout the unincorporated areas. The expected completion date of all improvements is 2011. Upon completion, all areas of the County will be provided high level public water services, including fire protection.

Public wastewater treatment and collection services are provided in Whitfield County by two providers: Dalton Utilities and Whitfield County. The principle provider is Dalton Utilities, which operates three (3) waste water treatment facilities. Dalton Utilities' current service area is primarily confined to the city limits of Dalton, although they serve 471 residential customers, 109 commercial customers, and two industrial customers outside the city. Whitfield County serves a small subdivision north of Dalton. Its service area is confined to the subdivision and cannot be expanded.

Future Land Use

Development will occur in the County where water and sewer services are installed. The future land use plan, as outlined in the Whitfield County Comprehensive Plan, addresses land use through the year 2020. Much of the current land use (2000) will change from agriculture/undeveloped to either low density residential. As noted earlier, the 2010 population projected by the U.S. Census is 97,203, which is an increase of 16.4% over the next 10 years. At this rate, population may grow by 30 percent between 2000 and 2025.

Traffic Projections

All projections of future conditions are based on Whitfield County's Comprehensive Plan and corresponding land use plans, which are illustrated in Figures 2 and 3 (pages 13 and 14). This adopted plan identifies a forward thinking vision for the County's future development pattern. Growth factors were determined for road segments throughout the County allowing one to multiply the 2001 daily traffic volume by a growth factor to obtain the 2025 daily traffic projection.

The 2000 and 2020 Land Use Plans provided the number of acres for each type of land use for each census tract. Trip generation rates per acre and land use densities were used to determine the number of daily trips generated for each census tract in 2000 and 2020. Traffic was distributed using the gravity model formula, based on attractions divided by the travel time squared between centroids of each census tract.

2001 and 2025 trip tables were created and trips were assigned to the roadway network. These were used to develop growth factors (from 2001 to 2025) for representative traffic count stations. Future traffic volumes were determined by multiplying the 2001 daily volume by the growth factor. Figure 21 on the next pages shows a linear flow chart of the traffic projection process, and Figures 22 and 23 illustrate the traffic volumes in the County and City.

Figure 21: Traffic Projection Flow Chart

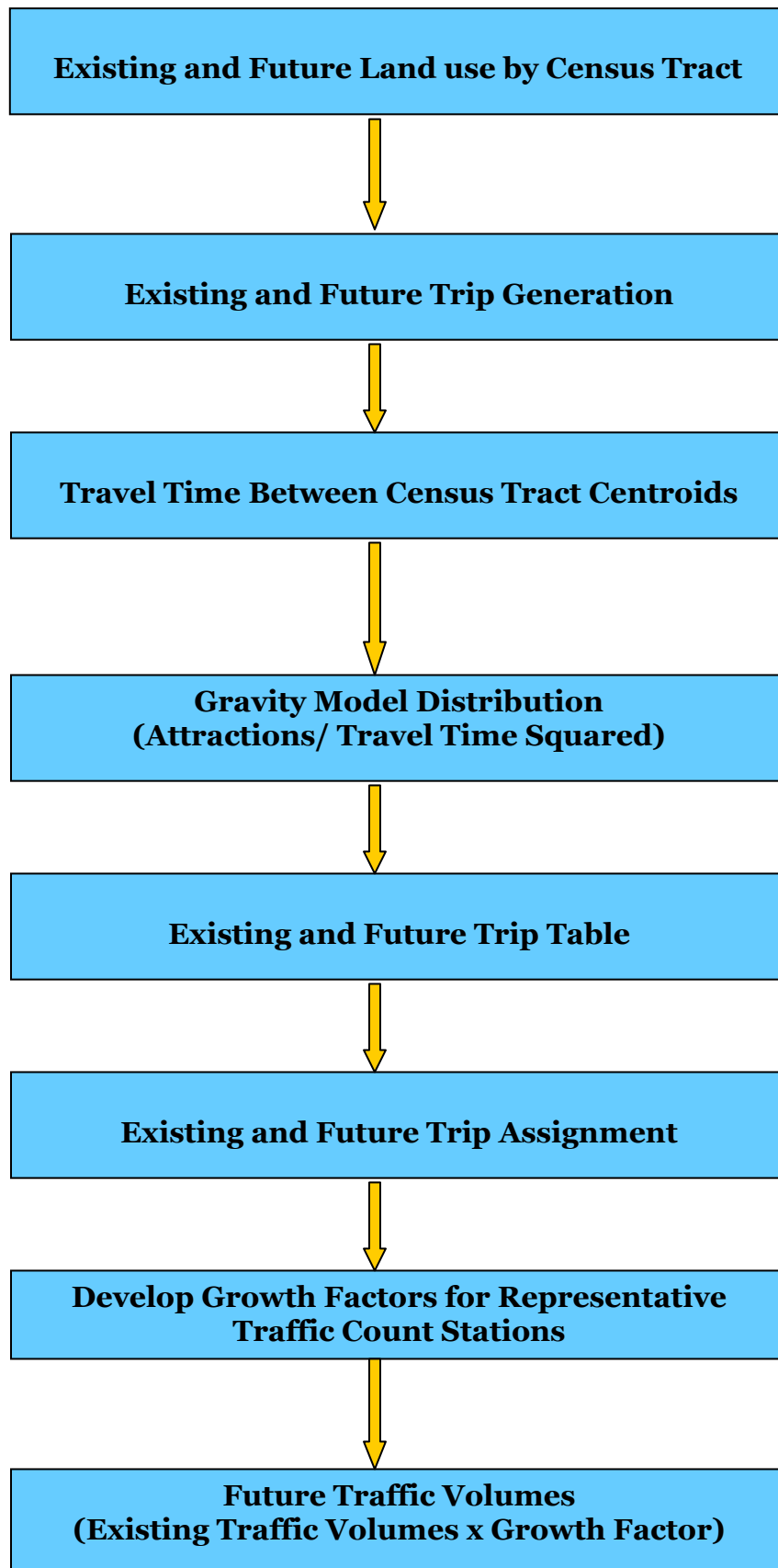


Figure 22: Whitfield County 2025 Traffic Projections

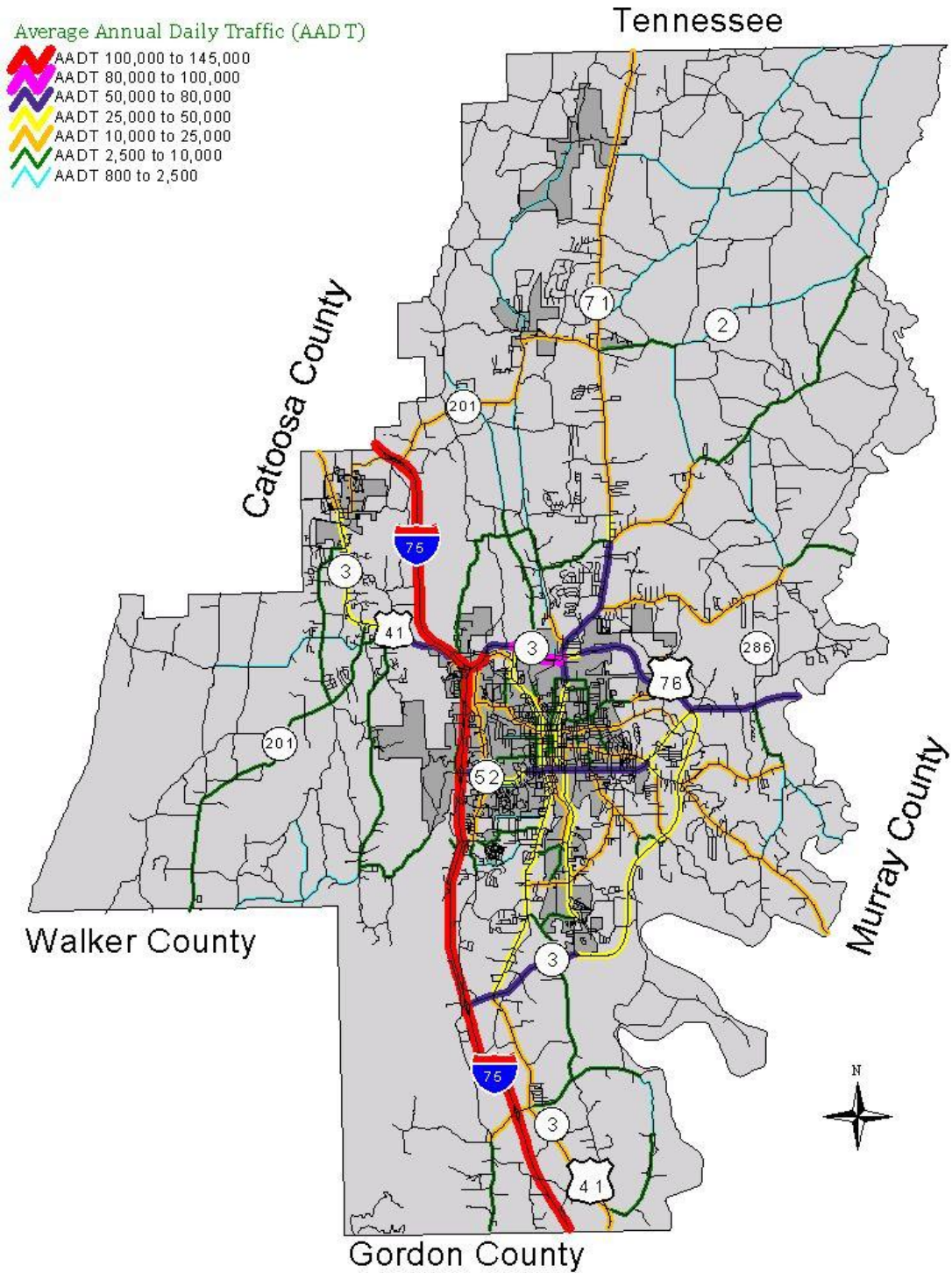
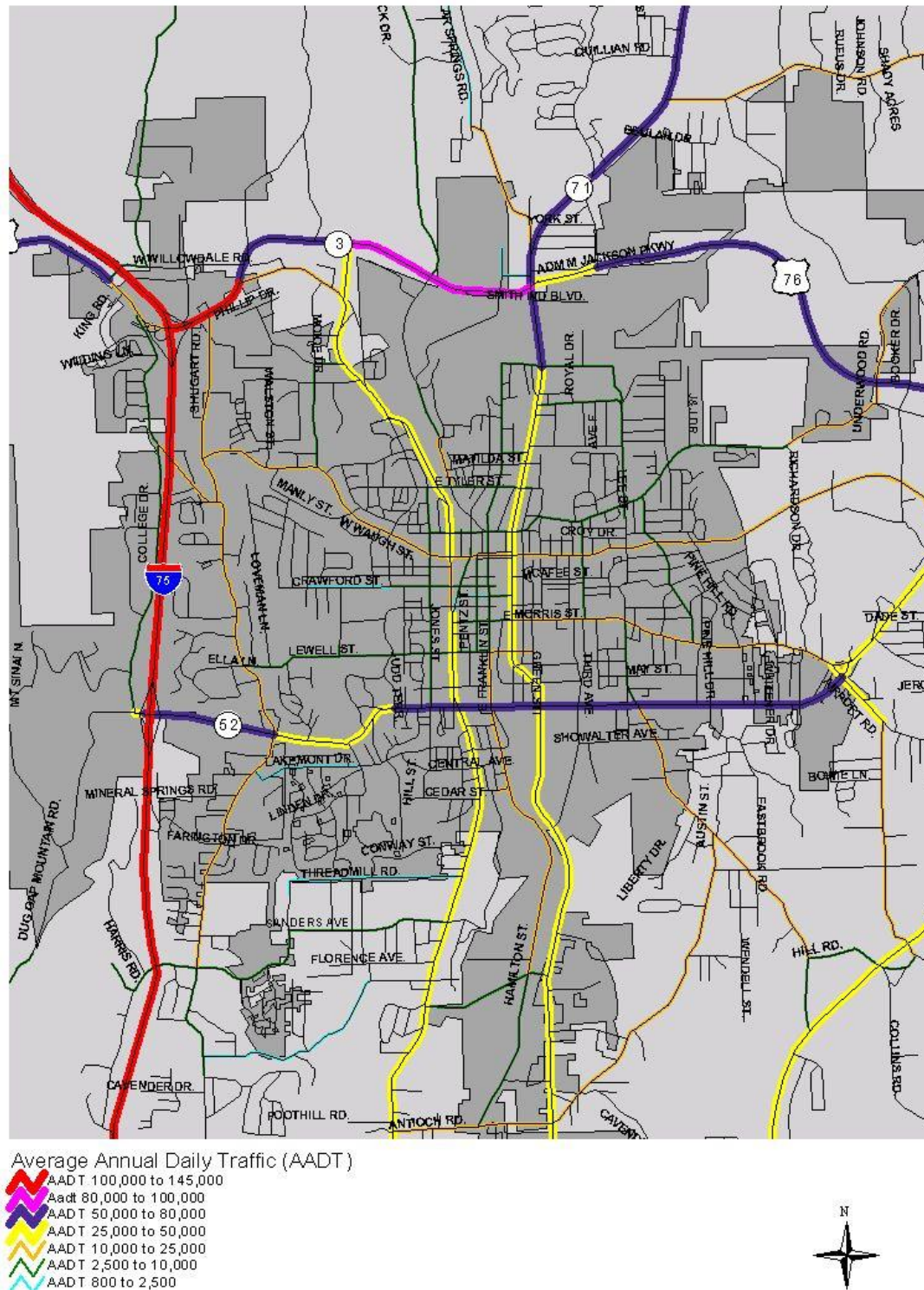


Figure 23: City of Dalton 2025 Traffic Projections



As noted earlier, the 2025 traffic projections are based on a comparison of the existing land use plan and the future land use plan. Table 8 below highlights the historical and projected growth rates for key corridors in Whitfield County. Based upon the future land use plan, the relationship between the historical and the projected traffic follow a similar trend.

Table 8: Traffic Growth Rates – Historical vs. Projected

Roadway	Average Annual Growth Rate – 1986 to 2001	Projected Annual Average Growth Rate – 2001 to 2025
I-75	3.2 to 6.4	2.7 to 3.3
SR 52/Walnut Ave.	2.2 to 4.4	3.6 to 4.1
SR 52/Chatsworth Highway	1.6 to 4.10	1.5 to 3.7
SR 3/US 41 – 1-75 to Catoosa County	1.6 to 3.7	3.3 to 3.7
SR 3/US 41 – Gordon County to SDB	3.3 to 6.8	3.3 to 3.3
North Dalton Bypass	6.5 to 11.0	3.7 to 4.9
South Dalton Bypass	7.7	3.3
SR 201	3.4 to 4.9	2.8 to 4.9
SR 286	2.3 to 4.1	2.9 to 4.5
SR 2	1.8 to 6.9	2.6 to 2.7
SR 71	1.1 to 5.6	2.5 to 3.8
Glenwood Avenue	2.2 to 3.7	3.0 to 3.4
Thornton Avenue	2.6 to 2.7	2.9 to 3.1
Dawnville Road	1.2 to 2.2	3.8 to 4.4
Beaverdale Road	2.7 to 4.1	1.8 to 1.8
Chattanooga Road	0.8 to 5.4	3.1
Tibbs Road	4.1	2.6
Wagh Street	1.7 to 3.0	3.6 to 4.1

Coordination with Programmed Projects in the Area

According to Georgia DOT's six year and long range work program, a number of roadway improvement projects are planned or programmed by the Department for Whitfield County, which address some of the existing deficiencies. Figures 24 and 25 provide a map of all the programmed projects in Whitfield County and the City of Dalton based upon the Department's CWP. A comprehensive list of programmed project information is provided in Table 9.

Appalachian Foothills Parkway Connectivity

The Appalachian Foothills Parkway is currently in the Georgia DOT's CWP and is identified as "long Range" Long Range means funding has not been identified and as funding becomes available this project will begin to move through each phase (preliminary engineering, right of way acquisition, utility relocation, and construction). Based on the existing plan, the Appalachian Foothills Parkway will provide connectivity to the City of Dalton Municipal

Airport. This connectivity is crucial based upon the future land use plans of developing the area surrounding the airport.

Table 9: Programmed Transportation Improvements

Project Description	GDOT Project Number, PI No.	Type	FY 02-04 STIP Schedule
I-75 @ SR 3/US 41/Rocky Face Exit	NHS-0000-00(931), PI# 0000931	Interchange Reconstruction	PE – Authorized ROW – FY 2002 CST – FY 2005
I-75 Interchange at Carbondale Road/CR 665	IM-STP-75-3(208) PI# 610890	Interchange Reconstruction	PE – Authorized ROW – FY 2002 CST – FY 2010
I-75 Widening at SR 201	NH-75-3(235) PI# 611180	Widening	PE – 2005 ROW – None CST – LR
Thornton Ave. from SR3 Connector NE to Walnut Ave. in Dalton	STP-001-6(19) PI# 620630	Widening	PE – Authorized ROW – Local CST – LR
Widen SR 71 to 6-lanes from North Bypass to Dawnville Road	STP-039-1(14) PI# 621290	Widening	PE – Authorized ROW – LR CST – LR
Widen SR 52 to 6-lanes from SR 52 Bus. to CR 112 E/Dalton Bypass and Bridge at Mill Ck.	NH-082-1(24) PI# 621300	Widening	PE – Authorized ROW – Authorized CST – LR
ATMS/ Dalton/Whitfield County/GDOT Regional TCC	NH-00TS(44) PI# 622120	ITS	PE – None ROW – None CST – 2007
Reconstruct CR 664/ Airport Rd. from Tibbs Bridge Rd. the Murray County Line	STP-0556(8) PI# 631065	Reconstruction	PE – Authorized ROW – Local CST – LR
Widen SR 3/US 41 to 5-lanes from CR 306 to SB I-75 ramps in Catoosa County	STP-001-6(39) PI# 631360	Widening	PE – Authorized ROW – FY 2005 CST – LR
Widen CR 664/Airport Rd. to 5-lanes from Tibbs Bridge Rd. NW to SR 52	STP-1508(1) PI # 650390	Widening	PE – Authorized ROW – Local CST – LR
East-West Hwy/SR 560 from Catoosa County to SR 52	MSL-0004-00(298) PI# 0004298	New Construction	PE – LR ROW – LR CST – LR
East-West Hwy/SR 560 from I-75 to SR 52	MSL-0004-00(299) PI# 0004299	New Construction	PE – LR ROW – LR CST – LR
East-West Hwy/SR 560 from SR 52 to US 411 Murray County	MSL-0004-00(300) PI# 0004300	New Construction	PE – LR ROW – LR CST – LR
CR 3/Henry Owens Rd. at Norfolk Southern Railroad	STP-0004-00(607) PI# 0004607	Railroad Crossing Safety	PE – Lump ROW – Lump CST – Lump
CR 290/Beaver Rd. at CSX Railroad	STP-0005-00(524) PI# 0005524	Railroad Crossing Safety	PE – Lump ROW – Lump CST – Lump

Source: Georgia DOT – Construction Work Program

There are many programmed projects that improve the operations and safety in the study area. All programmed projects in the area were coordinated in

analyzing future conditions to provide accurate roadway conditions in the planning horizon year (2025).

Figure 24: Programmed Projects in Whitfield County

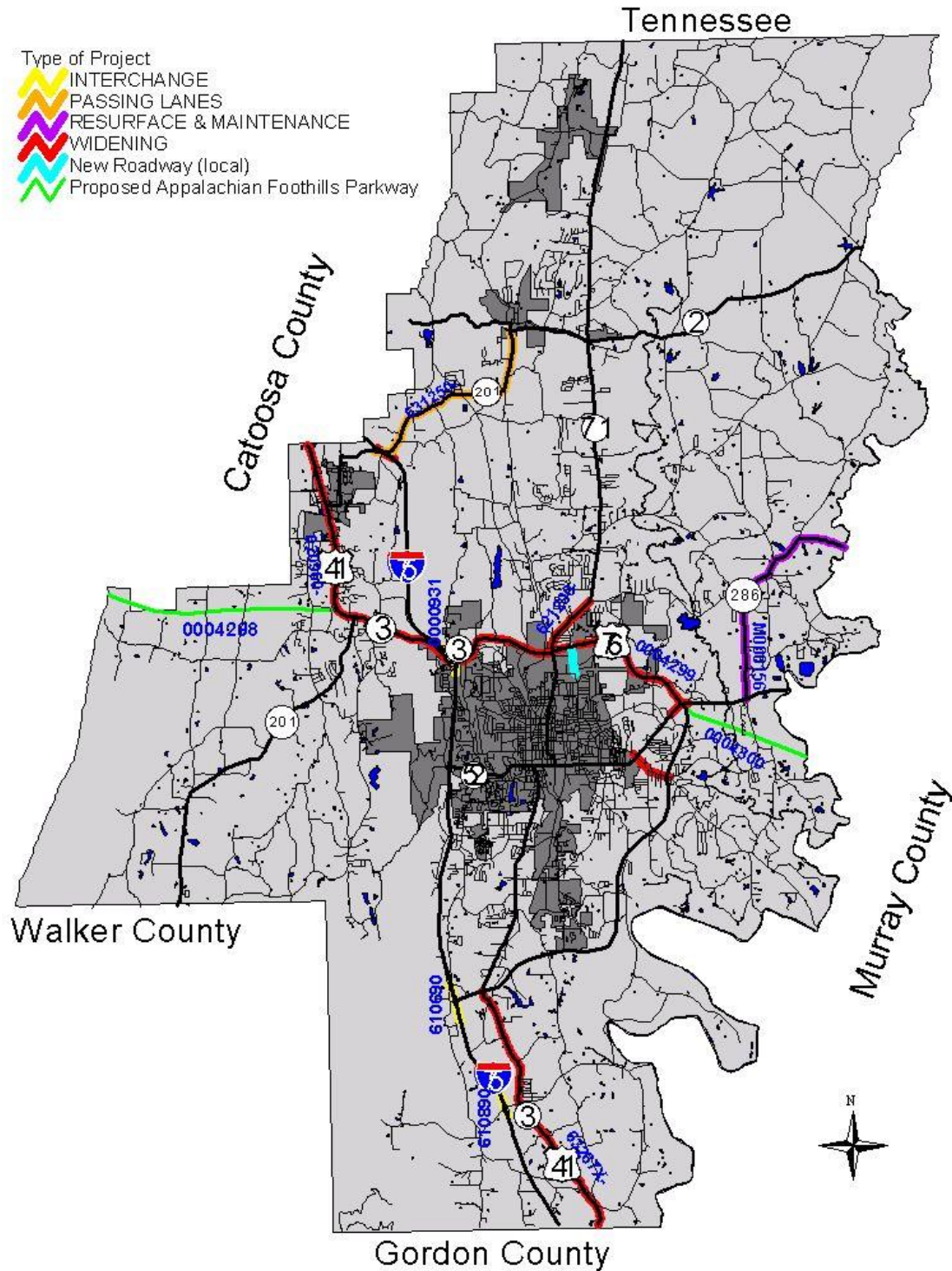
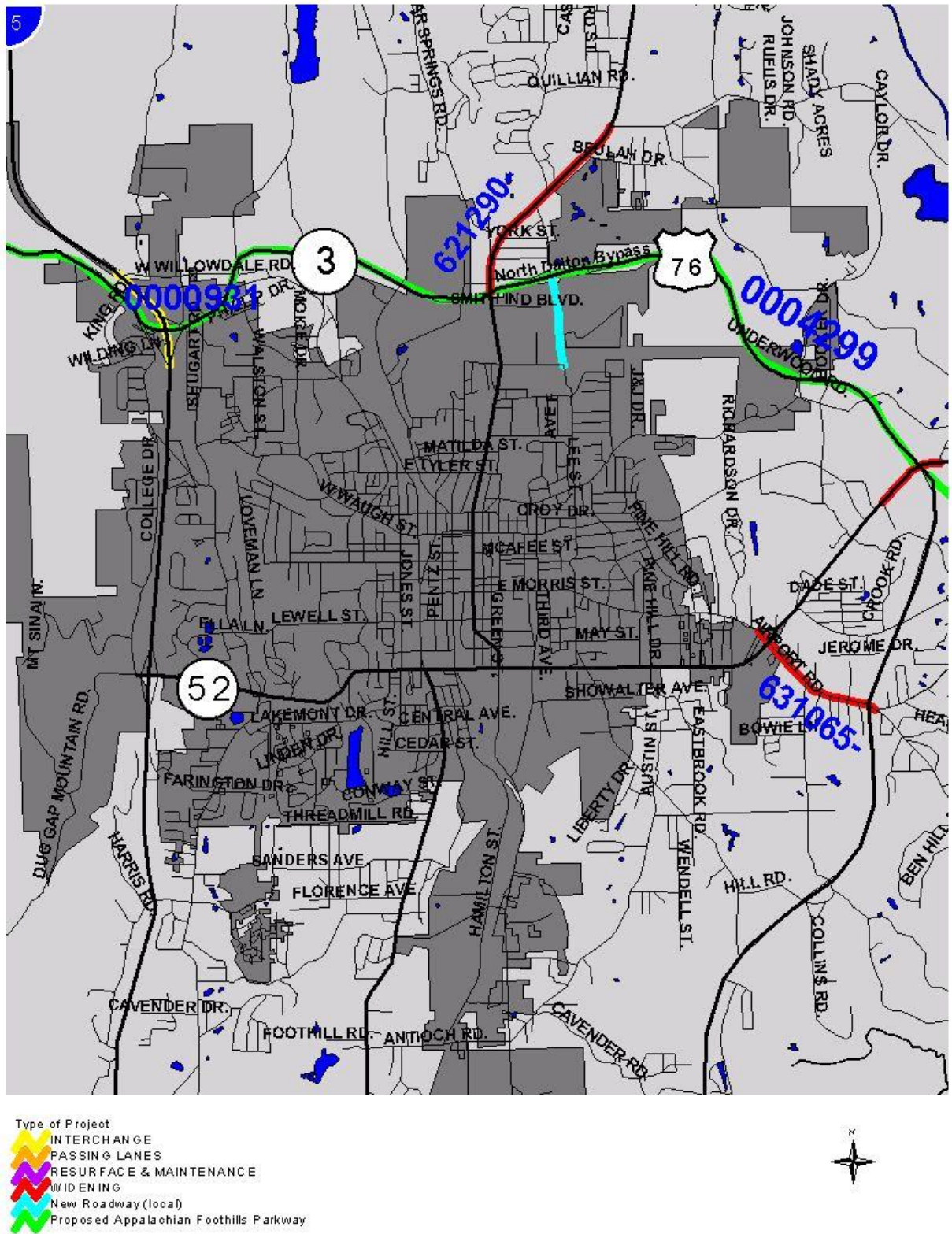


Figure 25: Programmed Projects in the City of Dalton



FUTURE MULTIMODAL CONDITIONS

Figures 22 and 23 illustrate the traffic volumes for the year 2025. The major travel corridors carrying large volumes of traffic within the County are:

- I-75
- SR 71 between North Dalton Bypass and Beaverdale Road
- North Dalton Bypass between I-75 and SR 71
- SR 3/US 41 between I-75 and Catoosa County
- SR 52/Walnut Avenue
- SR 52/US 76 Chatsworth Highway
- Glenwood Avenue
- Thornton Avenue
- Chattanooga Road
- Tibbs Road
- Waugh Street/ Martin Luther King Blvd.

In order to evaluate the future (2025) roadway conditions, projected traffic volumes (2025) were used to calculate the level-of-service on roadways in the county. Capacity analysis was used to determine the level of service on roadways throughout the county.

The future traffic volumes were added to the RC File so each roadway segment could be mapped. After each roadway segment was mapped, the LOS was determined according to the methodology of the *2000 Highway Capacity Manual, 4th Edition (HCM)*.

All the programmed projects in the Department's CWP that would change capacity were changed for the future LOS analysis. As noted in Figure 23, there are numerous roadways that will operate at a LOS D or worse in the year 2025. Figures 26 and 27 illustrate the LOS for roadways throughout Whitfield County and the City of Dalton.

Figure 26: Whitfield County 2025 LOS

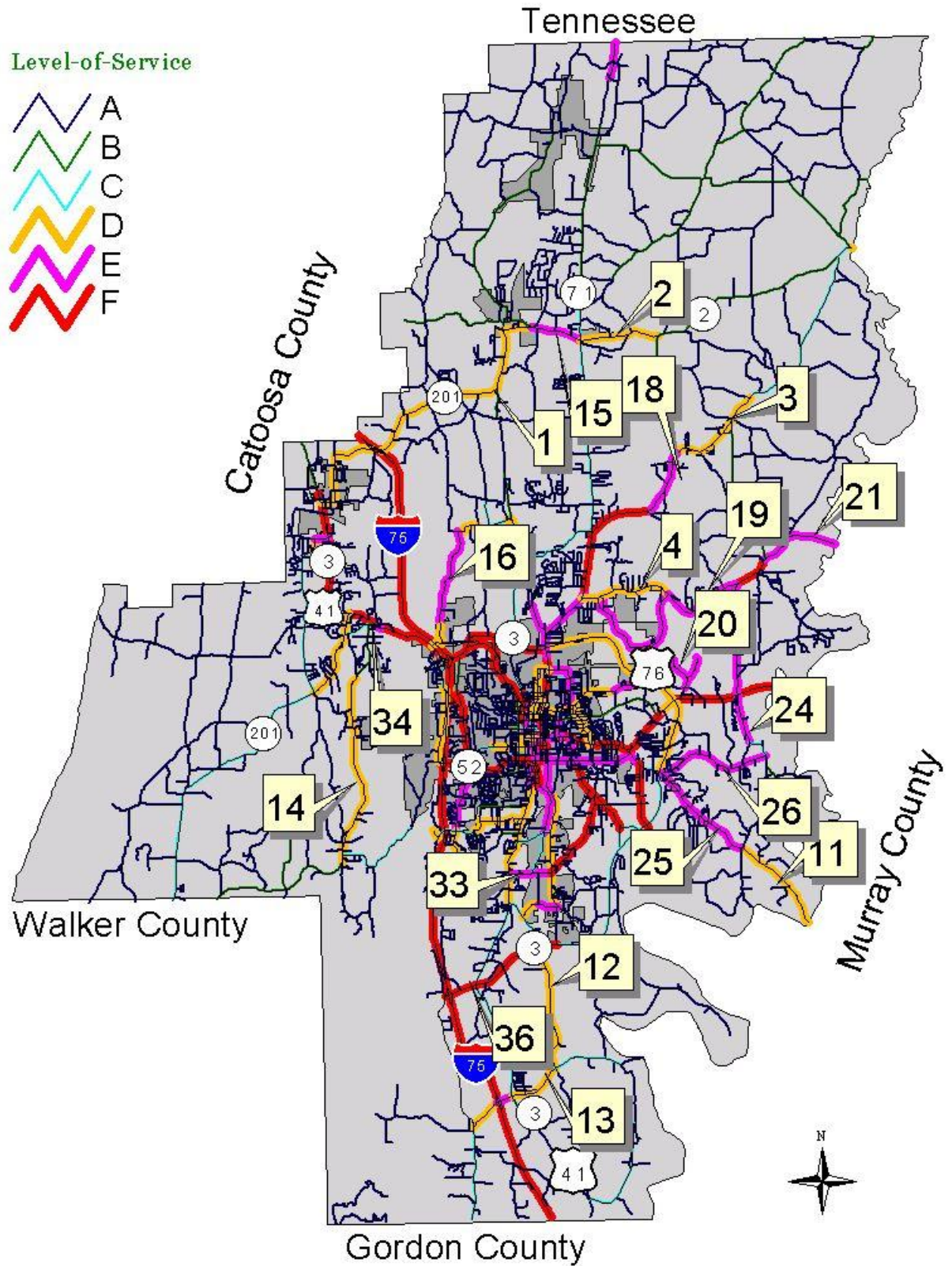
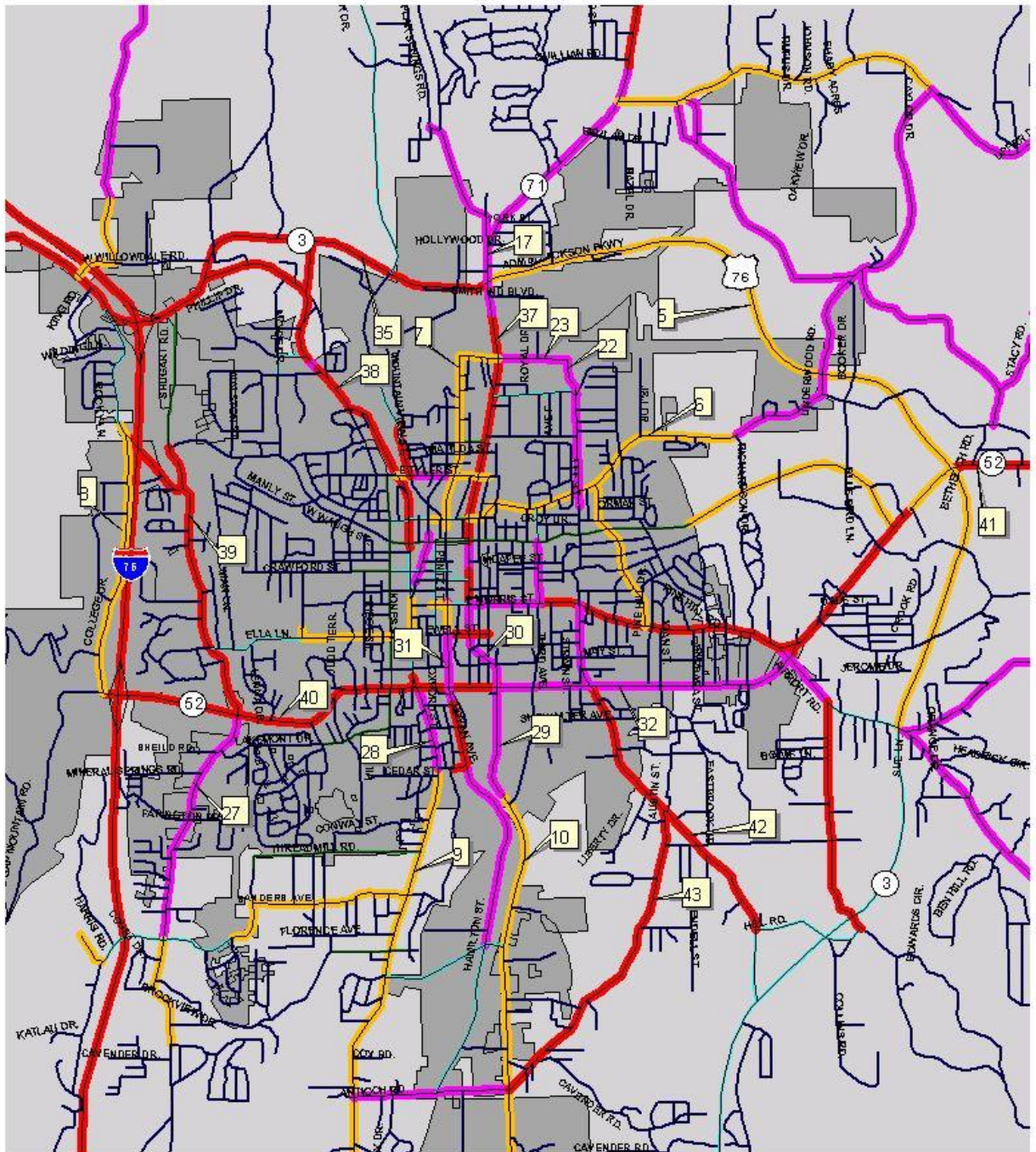


Figure 27: City of Dalton LOS 2025



Level-of-Service



Findings

Roadway

Level of Service C is the standard in Whitfield County and the City of Dalton. The following roadway segments are forecasted to operate at LOS D or worse in 2025 and thus are potential candidates for capacity improvements on these roads or parallel roads. Each roadway mentioned below is identified by a map code on pages 65 and 66.

LOS D is the level at which speeds begin to decline slightly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably limited. The driver experiences reduced physical and psychological comfort levels.

Roadways with LOS D:

- SR 201 from SR 3/US 41 in Tunnel Hill to Varnell – Map Code 1
- SR 2 from SR 71 to Lake Francis Road – Map Code 2
- Beaverdale Road from Lake Francis Road to Boyd Road – Map Code 3
- Upper Dawnville Road from SR 71 to Underwood Road – Map Code 4
- North Dalton Bypass from SR 71 to Airport Road – Map Code 5
- Underwood Road from Glenwood Ave to Richardson Dr. – Map Code 6
- North Hamilton Street from Waugh Street to Springdale Road – Map Code 7
- College Drive from Dug Gap Battle Road to Tibbs Road – Map Code 8
- South Dixie Highway from Bryant Avenue to Brickyard Road – Map Code 9
- Lakeland/Abutment Road from South Dalton Bypass to V.D. Parrot Jr. Pkwy. – Map Code 10
- Airport Road from Murray County line to Sane Road – Map Code 11
- Old Dixie Hwy. From South Dalton Bypass to Tilton Rd. – Map Code 12
- Tilton Road from SR3/US 41 to old Dixie Highway – Map Code 13
- Mill Creek Road from Hurricane Road to Old Lafayette Road – Map Code 14

LOS E is the level at which operations are at capacity. Operations at this level are volatile, there being virtually no usable gaps in the traffic stream. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is poor.

Roadways with LOS E:

- SR 2 from Country Way in Varnell to SR 71 – Map Code 15
- Crown Valley Road from Willow Dale Road to Popular Springs Road – Map Code 16

- SR 71 from North Dalton Bypass to Upper Dawnville Road – Map Code 17
- Beaverdale Road from Cherokee Estates Road to Lake Francis Road – Map Code 18
- Upper Dawnville Road from Underwood Road to SR 286 – Map Code 19
- Brooker Road from Upper Dawnville Road to Underwood Road– Map Code 20
- SR 286 from Murray County line to SR 52/US 76 – Map Code 21
- Fields Avenue from MLK Jr. Blvd. to Legion Drive – Map Code 22
- Legion Drive from Fields Avenue to Glenwood Avenue – Map Code 23
- Cedar Ridge Road from Satterfield Road to SR 52/US 76 – Map Code 24
- Airport Road from Sane Road to South Dalton Bypass – Map Code 25
- Tibbs Bridge Road from Airport Road to Burgess Road – Map Code 26
- Dug Gap Road from East Dug Gap Mountain Road to SR 52/Walnut Avenue – Map Code 27
- South Dixie Highway from Bryant Avenue to SR 52/ Walnut Avenue– Map Code 28
- Abutment Road V.D. Parrot Jr. Pkwy. to SR 52 – Map Code 29
- Glenwood Avenue from SR 52 to Underwood Road – Map Code 30
- Hamilton Street from Industrial Blvd. to Morris Street – Map Code 31
- SR 52/East Walnut Avenue from Abutment Road to Murray Avenue – Map Code 32
- Brickyard Road from South Dixie Highway to Lakeland Road/ Abutment Road – Map Code 33

LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience and increased accident exposure.

Roadways with LOS F:

- SR 3/US 41 from SR 201 in Tunnel Hill to I-75 – Map Code 34
- North Dalton Bypass from I-75 to SR 71/Cleveland Highway– Map Code 35
- South Dalton BypassI-75 to Old Dixie Highway – Map Code 36
- Glenwood Avenue from Underwood Road to North Dalton Bypass – Map Code 37
- Thornton Road from North Dalton Bypass to East Waugh Street – Map Code 38
- Tibbs Road from College Drive to SR 52/Walnut Avenue – Map Code 39
- SR 52/Walnut Avenue from I-75 to Abutment Road – Map Code 40
- SR 52/US 76 Chatsworth Highway from Dalton Bypass to Murray County line – Map Code 41

- Riverbend Road from South Dalton Bypass to SR 52/ East Walnut Avenue – Map Code 42
- Antioch Road from to Lakeland Road/Abutment Road to Riverbend Road

Future Highway Conditions

Roads operating at peak hour LOS D, E and F are considered deficient or substandard based on the LOS standard adopted by Georgia DOT. There are currently approximately 66 miles of roads in the county operating over capacity. Even with the comprehensive Construction Work Program of the scheduled and planned roadway improvements, the lane mileage of deficient road segments is projected to grow. By 2025, approximately 128 miles of roads are projected to be operating over capacity, an increase of 62 miles. With population growth projected to increase to 16 percent by 2010 and with the increase in low, medium, and high density housing increasing in the future land use plan, future traffic volumes will strain several major arterials in the County. The local impact of this trend is evidenced by the deficient level of service conditions projected in the year 2025 on roads that have already undergone major capacity improvements such as SR 71/Cleveland Highway and the North Dalton Bypass.

Critical Links

Based upon the future land use plan, which guided the future traffic projections, there are several critical links that must be addressed in Phase II to assist in improving the operations and safety on key arterials in the county.

- US 41 west of I-75
- Northwest part of the Bypass between I-75 and SR 71
- Glenwood Avenue from downtown to north of the Bypass

Bicycle and Pedestrian

Whitfield County and, more specifically, the City of Dalton recently experienced a large increase in Hispanic and Latino population. The 2000 Census reported that there were 18,419 Hispanic and Latinos living in Whitfield County, which represents 22.1% of the total population of the county. A large majority of the Hispanic population works in the carpet industry and many walk or ride bicycles, creating a need for more bicycle and pedestrian facilities. Another inference could be there is a lack of adequate transit options available to the citizens of Dalton.

The existing transportation infrastructure in the City of Dalton and in Whitfield County does not provide adequate multimodal options for the Hispanic community. Improving the multimodal connectivity in the County will benefit the entire county, but it will provide enhanced transportation alternatives to select population groups who rely on bicycling and walking as their sole means of mobility. Local officials and the Advisory Group provided

valuable information concerning multimodal related deficiencies and recommendations. These included:

- Constructing bike lanes on Prater Mill Road/SR 2 from Prospect Road into Murray County to connect to the proposed scenic byway in the northeastern portion of Whitfield County.
- There is a new recreational complex located off of the North Dalton Bypass that has an elementary school and middle school on site. The master plan for Heritage Point Regional Park shows a firehouse, several recreational fields, and a network of walking paths. Linking the walking paths to a city bike/pedestrian system would be very beneficial.
- There are two bike routes in Whitfield County that are on the Statewide Bicycle Route Network: March to the Sea Route and the Mountain Crossing Route.
- There are several trails in the county which could be linked to the existing Statewide Bicycle Route Network.
 - Pinhoti Trail
 - Blue & Gray Trail
 - Chieftain Trail
- The Mill Creek flood plain could be used as a possible east/west connecting trail that would connect to the Heritage Point Regional Park and schools. This trail could begin on Dug Gap Road and go to the state police barracks. From the state police barracks this trail could access the Mill Creek Flood Plain, connecting it to the Heritage Point Regional Park, Park Creek Elementary, and Dalton Middle School.
- Sidewalks are needed on:
 - Morris Avenue
 - Underwood Road
 - Grimes Street in the area of Morris Street/Murray Street
 - Frederick Street from Walnut Street to 5th Avenue
 - Dawnville Road surrounding the Amberfield subdivision

Local officials and the Advisory Group advocate the need to expand the County's bicycle and pedestrian facilities to improve access to major destination points while encouraging more people to use these travel modes for commuting as well as for recreational purposes. Connectivity of the County's trailways and sidewalk facilities to major destination points such as commercial centers, major employment centers, hospitals, schools and parks need to be completed. In addition, in terms of sidewalks, there are some locations where "gaps" remain between existing sidewalk links along major roadways.

Transit

Commencing October 1, 2002, the City of Dalton and portions of Whitfield County are now included in the federally designated Dalton urbanized area, and are eligible to receive FTA Section 5307 funding. This may have implications on the amount of funding that can be obtained under the Section 5311 program. Whereas previously all of Whitfield County, including the City of Dalton, was classified as a rural area and eligible for the Section 5311 program, now a smaller portion of the County will be classified as rural and eligible to receive the rural funding.

For a new transit service to be successful in Dalton, it should be designed to provide linkages to the community's main destinations, including the downtown, education institutions, retail and commercial areas, government service complexes, major medical facilities, human service agencies, as well as a number of employment centers. This is critical because each of the individual attractions or trip purposes would not generate sufficient ridership on its own.

A conceptual plan for a potential fixed route system was developed by the work Tunnel Spangler is currently doing for the City of Dalton. A series of four routes radiating out from a downtown transfer center to major outlying activity center destinations, similar to those recommended in the 2001 Quality Growth Resource Team Report, appears feasible. The specific alignment of the routes could be as follows⁵:

- 1 - Hamilton Medical Center
 - From downtown transit center via Culyer Street, North Thornton Avenue/Chattanooga Road to Hamilton Medical Center
- 2 - Walnut South/Convention Center
 - From downtown transit center via Culyer Street, South Thornton Avenue, and W. Walnut Avenue to Convention Center.
- 3 - Walnut North/Wal-Mart
 - From downtown transit center via W. Morris Street, Glenwood Avenue, and Walnut Avenue/Chatsworth Highway to Wal-Mart Supercenter.
- 4 - Glenwood Avenue
 - From downtown transit center via S. Hamilton Street, Waugh Street, and Glenwood Avenue to Col. Tom Parrott Parkway (US 41-76).

⁵ Excerpt's from Tunnel Spangler's *City of Dalton Transit Study*

Next Steps

Based upon the Advisory Group meetings, discussions with local officials, and future condition analysis there are several findings that will be examined in Phase II, during the recommendation phase of this study.

Roadway

- Provide more of a grid system in downtown Dalton based on the future levels of service
- Design a redundant east-west movement adjacent to SR 52/Walnut Avenue – SR 52/Walnut Avenue cannot handle the projected volume by itself.
- Provide redundancy in the northwest part of the bypass connecting to I-75.
- Need more of a county wide grid system

Transit

Tunnel Spangler Inc in their Transit Needs Analysis for the City of Dalton noted that, “Dalton exhibits a more concentrated development pattern within a smaller ‘core’ area. [There are] a number of activity centers are located within the central area, including retail, commercial, and industrial areas, the hospital and related medical facilities, government offices, Dalton State College, and human services agencies. These activities are arranged in a linear pattern along several major roadways extending from the downtown. These characteristics could make the area amenable to being served by transit, especially by a fixed route service.”⁶

- Hamilton Medical Center area
- Northwest Georgia Trade and Convention Center
- Wal-Mart Supercenter on Chatsworth Highway
- Glenwood Avenue/US 41-76 area
- Downtown to carpet mills south of Dalton

Bicycle/Pedestrian

Bicycles are an increasingly important means of transportation within the City of Dalton, particularly for low-to-middle income families. The future bicycle and pedestrian network should provide a well- balanced transportation system, which includes expanded connectivity to major traffic generators within the County. Providing additional bicycle and pedestrian facilities will improve the mobility options for residents in Whitfield County and the City of Dalton.

- Improve connectivity to south of Dalton on Old Dixie Hwy/SR 3
- Improve connectivity on Underwood Road
- Improve connectivity on Legion Road to schools and parks

⁶ City of Dalton Multi-Modal Transportation Study, Tunnel Spangler Inc., January 2003.

- Improve connectivity to activity centers
- Provide bike lanes on major routes in downtown area as part of road widening projects

Railroad

CSX and NS railroads operate 50 trains per day through Whitfield County and within Dalton the rail lines run common. There are currently three (3) grade separations in Dalton at SR 52/Walnut Avenue, Gordon Street, and Waugh Street. With the tremendous amount of trains operating through Dalton, additional grade separations will be needed north and south of the Dalton central business district to improve safety and traffic operations. Level of warning devices may also have to be upgraded on certain at-grade crossing within the County to improve safety at crossings experiencing heavy train volumes.

- Grade separation north of Waugh Street in Dalton
- Grade separation south of Dalton at switching station
- Correct downtown crossing (overlap) of CSX and Norfolk Southern lines
- Review level of warning devices for at-grade crossings

Airport

The City of Dalton Municipal Airport can accommodate Gulf Stream IV jet, but expanding the runway will allow the airport to better serve the carpet industry and attract other industries to northwest Georgia.

- Extend runway

MULTIMODAL PLAN

In order to prioritize recommended improvements, a set of evaluation criteria were established based upon the goals and objectives of the study. Each recommended project was evaluated by the Advisory Groups based upon the following criterion.

Evaluation Criteria

- **Engineering:**
 - Capacity/Delay Reduction
 - Safety
 - Constructability
- **Environmental:**
 - Cultural Resources Involvement
 - Waters of the U.S. Impacts
- **Community Values:**
 - Connectivity to all modes
 - Access to Major Generators
 - Land Use Coordination
 - Improved east-west access/connectivity
 - Improved north-south access/connectivity
 - Pedestrian Friendly
 - Local Support
- **Costs:**
 - Right-of-Way
 - Construction

Table 10 summarizes the Advisory Group's discussion on each proposed project based upon capacity/delay reduction, connectivity, land use coordination, bicycle and pedestrian friendly, safety, environmental, and local support.

Table 10: Criteria Evaluation by Proposed Project

Proposed Project	Capacity/ Delay Reduction	Connectivity	Land Use Coordination	Bicycle Pedestrian Friendly	Safety	Environmental	Local Support
Widen Airport Rd.- SDB to Sane Rd.	✓	✓	✓	✓	✓	✓	✓
Widen E. Morris Ave. – SR 52 to Glenwood	✓	✓	✓	✓	✓	EJ	✓
Widen Dug Gap Rd. – E. Dug Gap to SR 52	✓	✓	No	-	No	No	No
Widen Tibbs Rd. - SR 52 to W. Waugh St.	✓	✓	No	-	No	No	No
Widen College Dr./ Tibbs to SR 3/US 41	✓	✓	✓	Add sidewalks both sides	✓	✓	✓
Widen College Dr. – Dug Gap Mt. Rd. to Tibbs Rd.	✓	✓	✓	✓	✓	✓	✓
Widen Mill Creek Rd. – Hurricane Rd. to SR 3	✓	✓	✓	✓	✓	✓	✓
Widen Reed Rd. – NDB to SR 201	✓	✓	✓	✓	✓	✓	✓
Widen Underwood Rd – Glenwood to NDB	✓	✓	✓	✓	✓	EJ, Historic	✓
Widen Underwood Rd – NDB to Dawnville Rd.	✓	✓	✓	✓	✓	EJ	✓
Widen Antioch/Brickyard Rd. – SDB to Riverbend Rd.	✓	✓	✓	✓	✓	Wetlands	✓
Widen Riverbend Rd – SDB to SR 52	✓	✓	✓	✓	✓	✓	✓
Widen Chattanooga Rd. – NDB to E. Waugh St.	✓	✓	✓	✓	✓	✓	✓
Realign Tibbs Bridge Rd.	✓	✓	✓	✓	✓	No	✓
Upgrade Cedar Ridge Rd. – SR 52 to Airport Rd.	✓	✓	✓	✓	✓	✓	✓
Widen SR 286 – SR 52 to SR 225 in Murray Co	✓	✓	✓	✓	✓	Issues	✓
Widen Dawnville Rd. – SR 71 to SR 286 – identify 3 lanes with Underwood connector	✓	✓	✓	✓	✓	✓	✓
Widen Beaverdale Rd. – SR 71 to Cherokee Est.	✓	✓	✓	✓	✓	Issues - cemetery	✓
Widen SR 201 – Mt. Vernon Rd. to SR 3/US 41	✓	✓	✓	✓	✓	✓	✓
Widen SR 2 – SR 201 to Old Praters Mill Rd.	✓	✓	✓	✓	✓	Issues	✓
Widen to Six Lanes							
Widen SR 52 – I-75 to existing 6 lanes	✓	✓	No	✓	✓	Issues	No
Widen SR 52 – SDB to SR 52 Alt. Murray Co.	✓	✓	✓	✓	✓	Issues	✓
Widen SDB – I-75 to Lakeland Rd.	✓	✓	✓	✓	✓	✓	✓

Proposed Project	Capacity/ Delay Reduction	Connectivity	Land Use Coordination	Pedestrian Friendly	Safety	Environmental	Local Support
Widen Abutment/Lakeland Rd. – SDB to SR 52	✓	✓	✓	✓	✓	✓	✓
New Location/Extensions							
Extend Brickyard Rd. – S. Dixie to Abutment Rd.	✓	✓	✓	✓	✓	✓	✓
Extend Brickyard Rd. – Abutment to SDB	✓	✓	✓	✓	✓	✓	✓
New Interchange at I-75 @ E. Waugh St.	✓	✓	✓	✓	✓	✓	✓
Realign Flemings St. to SR 71	✓	✓	✓	✓	✓	✓	✓
Extend Mitchell Br. Rd. to Dawnville Rd.	✓	✓	✓	✓	✓	✓	✓
Extend Mitchell Br. Rd. to SR 286 and Underwood Rd.	✓	✓	✓	✓	✓	✓	✓
Extend Mitchell Br. Rd. to SR 52/Chatsworth Hwy.	✓	✓	✓	✓	✓	✓	✓
Extend Tyler St. to E. Waugh St.	✓	✓	✓	✓	✓	✓	✓
Extend Legion Dr. – Fields Ave. to NDB	✓	✓	✓	✓	✓	✓	✓
New Railroad Grade Separations							
Construct 2 Grade Separations over RR on E. Tyler St.	✓	✓	✓	✓	✓	Right of Way	✓

Note: A “No” indicates problems such as lack of local support, etc.

Project improvements are organized by mode (Roadway, Bicycle, Pedestrian, Transit, Airport) in this report.

ROADWAY IMPROVEMENTS

Improvements are categorized in this report by roadway congestion, roadway geometrics, traffic operations, and intersection improvements. Each roadway improvement noted in this section provides the following summary:

- **Constraints:** notes any constraints by the consultant team, Advisory Group, or during the public involvement process.
- **Bicycle Facility:** notes if the improvement is on an existing or proposed bicycle route.
- **Sidewalks:** notes if the improvement is on an existing or proposed sidewalk network.
- **Transit Route:** notes if the improvement is on a proposed transit corridor.
- **Local Support:** notes if the improvement is supported by local officials.

Roadway Congestion Improvements

The Dalton area currently has limited highway capacity due to the dependency on a few arterial roads such as US 41, SR 52/Walnut Avenue, SR 71/Cleveland Highway, and Glenwood Avenue. A majority of the residential development in the last decade have utilized the cul-de-sac street design with few secondary collector streets as alternate routes for local traffic to access arterial roads. This type of development adds to the congestion on the arterial roads in the Dalton area.⁷ This Plan identifies roadways operating over capacity now and in the future and key and strategic improvements to relieve congestion have been identified to improve traffic operations within the entire study area.

Improvement options were developed using a combination of suggestions received from meetings with the local Advisory Group, local officials, local citizens, findings from level-of-service and accident analysis, and professional planning judgment. This section presents an implementation plan and an overview of the recommended improvements, and a brief description of the justification and need.

Roadway Geometric Improvements

The main interest of improving roadway geometrics is two fold. The first lies in providing maneuvering comfort to the highway users and the second lies in improving safety. Improving roadway geometrics can improve efficiency and may provide for more capacity, which leads to increased mobility. The issues related to the roadways deal with sight distance, and horizontal and vertical geometric problems, which can attribute to “rear end” and “angle intersect” type of crashes. Due to the current and projected traffic volumes on these roadways, improving the roadway geometrics will improve the mobility and safety for users.

Traffic Operations and Intersection Improvements

Operational improvements are recommended at several key areas in the City of Dalton and in Whitfield County. These recommendations are based upon field investigations, input from local officials, and the Advisory Group.

Several intersections were specifically identified by the Advisory Group and field observations as problematic, generally due to traffic flow problems, undesirable geometrics (skewed intersections and tight turning radii), pedestrian safety and access, or bicycle safety and access. These intersections were investigated, and recommendations for improvements have been incorporated into this Plan. Table 11 lists the proposed intersections improvements and their timing and whether they are a proposed stand alone project or are included in a linear roadway improvement project.

⁷ Whitfield County and Cities Joint Comprehensive Plan Update 2000-2020

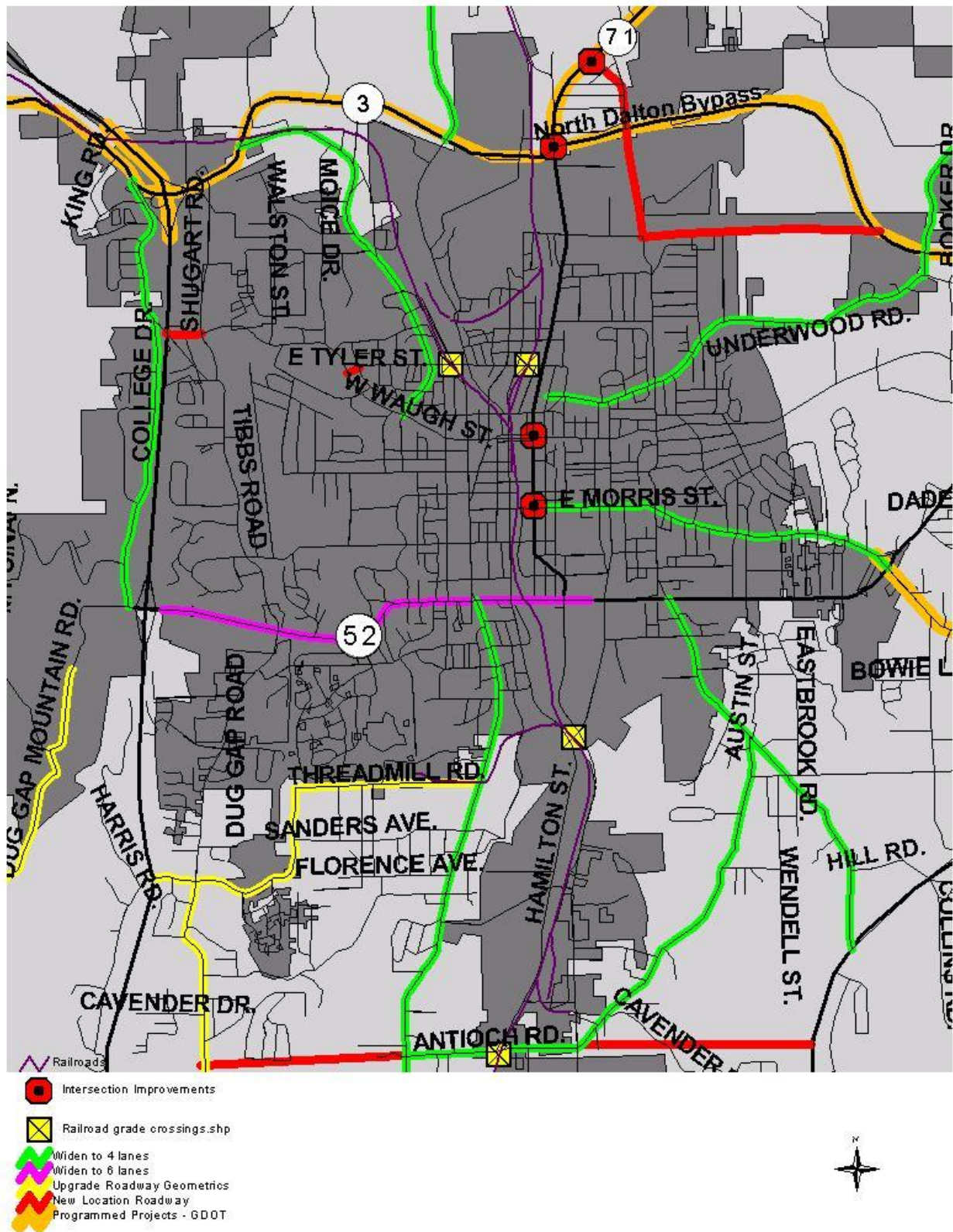
Table 11: Intersection Improvements

Location	Short Range	Medium Range	Long Range	Stand Alone Intersection Improvement	Included in Roadway Project
Glenwood Avenue at E. Tyler Street	✓			✓	
Glenwood Avenue at Hawthorne St.	✓			✓	
Glenwood Avenue at Waugh Street	✓			✓	
Glenwood Avenue at Gordon Street	✓			✓	
Glenwood Avenue at Morris Street	✓			✓	
North Dalton Bypass (SR 3) at Cleveland Highway (SR 71)	✓ intersection			✓	
Cleveland Highway (SR 71) at Flemmings Street	✓			✓	
North Dalton Bypass (SR 3) at Cleveland Highway (SR 71)		✓ interchange		✓	
Tibbs Bridge Road at Airport Road		✓			✓
Tibbs Bridge Road at Burgess Road		✓			✓
Cleveland Highway (SR 71) at Beaverdale Road			✓		✓

Figures 28 and 29 shows the recommended roadway projects in Whitfield County and the City of Dalton to the year 2025. The proposed improvements are based upon consultation with the local Advisory Group to ensure feasibility, need, and support.

Figure 28: Proposed Roadway Improvement – Whitfield County

Figure 29: Proposed Roadway Improvement – City of Dalton



This section outlines a proposed implementation program for recommended projects. Prioritizing each project is necessary because funding is a major issue in moving these major transportation investments forward. Cost estimates for each project and potential funding opportunities are provided on the project recommendations sheets that follow this section.

Short-Term Recommendations – Tier 1, first three years

Figure 30 on page 86 shows a map of each short-term project that is recommended below. Each short-term project mentioned below is labeled with a map code on page 86.

Roadway Improvements

Underwood Road – North Dalton Bypass to Glenwood Avenue, via Spencer Street – Map Code 1

This section of Underwood Road runs east-west from downtown Dalton to the North Bypass. This corridor is currently being used as an access roadway into and out of the central business district of Dalton. The current level-of-service (2001) on this section of Underwood Road is LOS D and in 2025 the LOS will range between D and E, with no improvements and LOS C with improvements. The future land use along this corridor is primarily medium and high residential developments. The majority of the current population residing on Underwood Road is Latino. Widening Underwood Road from the North Dalton Bypass to Glenwood Avenue, via Spencer Street, and providing sidewalks and bicycle facilities along this corridor is critical. Additional capacity to this corridor will alleviate the current traffic congestion issues and in the future will provide an excellent east – west connector to and from the western portions of Dalton. Ultimately, connecting Underwood Road to Tyler Street would provide east- west connectivity from the North Dalton Bypass to Waugh Street.

Constraints: Environmental Justice – High Latino population; History

Bicycle Facility: Yes

Sidewalks: Yes

Transit Route: No

Local Support: Yes

Project Sheet: Page 145

Thornton Avenue – North Dalton Bypass to East Waugh Street – Map Code 2

Thornton Avenue traverses through the middle of the central business district of Dalton. Thornton Avenue north of East Waugh Street is a two-lane roadway and this is a major corridor leading to the Hamilton Medical Center and other outlying health related office complexes. The current level-of-service (2001) on Thornton Avenue is LOS E and in 2025 the LOS will be F, with no improvements

and LOS D and E with improvements. The existing and future land use along this corridor is public, commercial, and medium residential developments. The CSX railroad parallels Thornton Avenue on the east, near the intersection with Tyler Street. This Plan recommends a grade separation over this railroad crossing on Tyler Street in Tier 2. Because Thornton Avenue is in close proximity to the railroad, extending the grade separation over Thornton Avenue may be required. Widening Thornton Avenue to 4 lanes from the North Dalton Bypass to East Waugh Street would improve north-south connectivity and could reduce some of the heavy traffic volumes experienced on Glenwood Avenue.

Constraints: Railroad
Bicycle Facility: No
Sidewalks: Yes
Transit Route: Yes
Local Support: Yes
Project Sheet: Page 151

SR 286 - SR 52/ Chatsworth Hwy. to SR 225 in Murray County – Map Code 3

SR 286 is a major corridor between Whitfield and Murray Counties. Murray County residents travel to and from their employment centers on this roadway. Some commuters choose to access Dawnville Road and Underwood Road, which leads into the central business district of Dalton. While others remain on SR 286 and access SR 52/Chatsworth Highway, which traverses through downtown Dalton and I-75. The current level-of-service (2001) on SR 286 between SR 52 and Dawnville Road is LOS D, between Dawnville Road and Dawnville Beaverdale Road is LOS E and between Dawnville Beaverdale Road and SR 225 is LOS C. In 2025, the LOS between SR 52 and Dawnville Road will be LOS E, between Dawnville Road and Dawnville Beaverdale Road is LOS F, and between Dawnville Beaverdale Road and SR 225 is LOS E, with no improvements. The level of service with improvements will range from LOS A to C along SR 286 in Whitfield and Murray Counties. The current and future land use along this corridor is predominantly undeveloped. As SR 286 nears the intersection with Dawnville Road and SR 52/Chatsworth Highway, commercial development exists and commercial developments will increase in these two areas based upon the future land use plan. Widen SR 286 to 4 lanes from SR 52 to SR 225 in Murray County. Widening this section of SR 286 would require widening the bridge over the Conasauga River.

Constraints: Conasauga River
Bicycle Facility: No
Sidewalks: No
Transit Route: No
Local Support: Yes
Project Sheet: Page 153

Extend Legion Drive – Map Code 4

Legion Drive intersection with Glenwood Avenue runs parallel south of the North Dalton Bypass. Several schools are located along Legion Drive and extending Legion Drive between Fields Avenue and the North Dalton Bypass would improve east-west connectivity between Glenwood Avenue and the Bypass and would provide increased access to the schools along this roadway. Because there are schools located along Legion Drive, this roadway extension should include traffic calming in the design. This improvement in concert with the recommended realignment of Fleming Street to SR 71/Cleveland Highway would provide connectivity from SR 71/Cleveland Highway to this new location roadway, via Fields Avenue, thus avoiding the North Bypass intersection at SR 71/Cleveland Highway.

Constraints: None

Bicycle Facility: No

Sidewalks: Yes

Transit Route: No

Local Support: Yes

Project Sheet: Pages 146-147

Realign Flemings Street – Map Code 5

Fleming Street runs north-south and parallels SR 71/Cleveland Highway to the west. Flemings Street currently serves as a “cut” through road between the North Dalton Bypass and SR 71/Cleveland Highway, thus avoiding the North Dalton Bypass and SR 71 intersection. Realigning Fleming Street to SR 71, provides better connectivity to the new roadway work being completed on Fields Avenue and to the recommended extension of Legions Drive. There are some existing buildings in the area that constrain this project because this right of way would need to be acquired for this improvement to be constructed.

Constraints: Right of Way

Bicycle Facility: No

Sidewalks: No

Transit Route: No

Local Support: Yes

Project Sheet: Pages 149-150

Improve Roadway Geometrics

Mill Creek Road from Hurricane Road to SR 3 – Map Code 6

Over the last several years low density residential developments have been constructed along this corridor. The future land use plan significantly changes the current agriculture land to low density residential and the projected traffic volumes on this roadway will increase proportionally with this type of development. There are several horizontal curves that limit sight distance between Hurricane Road and Old Lafayette Road. While this roadway could be

justified to be widened, improving the roadway geometrics would improve mobility along this planned residential corridor.

Constraints: None

Bicycle Facility: On existing March to the Sea Bicycle Route

Sidewalks: Yes

Transit Route: No

Local Support: Yes

Project Sheet: Page 152

Traffic Operations and Intersection Improvements

Glenwood Avenue – Map Code 7

Glenwood Avenue is a major north-south commercial corridor through Dalton. While the roadway provides four travel lanes there are no exclusive left turn lanes at key intersection between SR 52/Walnut Avenue and the North Dalton Bypass. Constructing left turn lanes on Glenwood Avenue at Morris Street, Gordon Street, Waugh Street/MLK Blvd., Hawthorne Street, and Tyler Street would improve the traffic operations along this major corridor. The roadway is lined with commercial and industrial establishments and while widening this roadway could be justified, the impacts would be tremendous. Constructing exclusive left turn lanes would still require acquiring right of way and this could be a possible constraint in moving this improvement forward. Constructing exclusive left turn lanes would improve the mobility and safety along this corridor. Crash data along this corridor reveals twenty-eight (28) rear end and thirty-nine (39) angle intersect type of crashes occurred in 2001, which could be attributed to the lack of exclusive left turn lanes. On a daily basis, each intersection is constrained due to the lack of left turn lanes. While a majority of the traffic signals provide a left turn green arrow for this movement, many times the first vehicle at the signal remain on Glenwood Ave thus rendering the green arrow useless for vehicles to make this left turn maneuver until the green ball is illuminated. Gordon Street and Waugh Street provide a grade separation over the railroad in downtown Dalton and providing exclusive left turn lanes at both intersections are needed immediately. In 2001, there were a total of 7 accidents reports at the intersection of Glenwood Avenue and Waugh Street and 8 accidents reports at the intersection of Glenwood Avenue and Gordon Street. The traffic volumes on Glenwood Avenue are projected to increase to between 36,000 and 48,000 VPD and the congestion due to lack of exclusive left turn lanes will only grow worse over time.

Constraints: Right of Way

Bicycle Facility: Yes

Sidewalks: Yes

Transit Route: No

Local Support: Yes

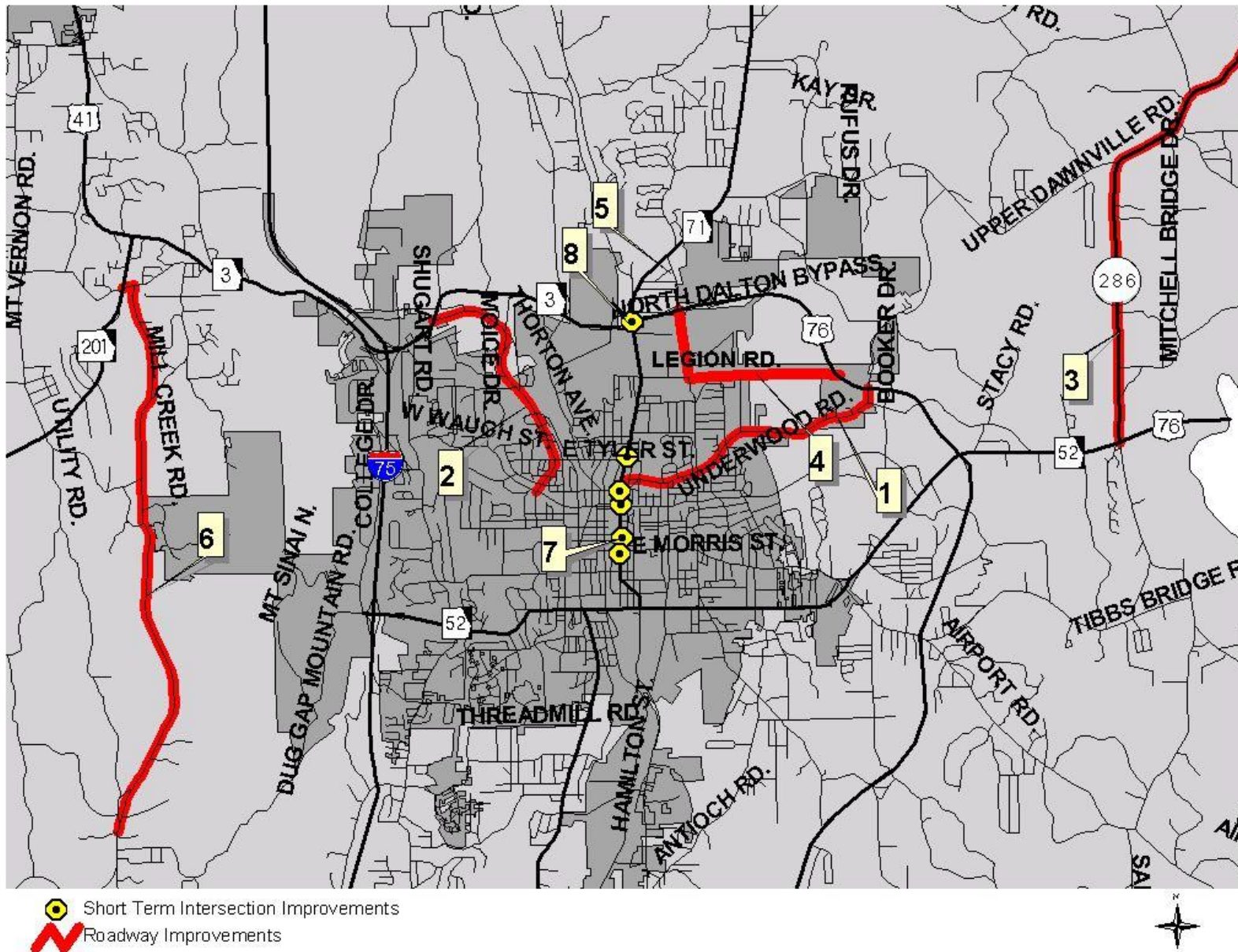
Project Sheet: Page 148

North Dalton Bypass and SR 71 Intersection – Add Left Turn Lane – Map Code 8

The intersection at the North Dalton Bypass and SR 71/Cleveland Highway is the busiest in the entire county. The intersection is east the Rocky Face interchange with I-75 and there is a cluster of commercial businesses along both roadways. While this intersection is constrained today, it will only grow worse in the near and long term future. The only viable long term transportation solution is to construct an interchange at this intersection with frontage roads paralleling the Bypass from I-75 to Fleming Street. An interchange improvement at SR 71 and the North Dalton Bypass is recommended in medium range. However, in the interim, immediate improvements are needed to this intersection. Providing an additional exclusive left turn lane on the North Dalton Bypass eastbound to northbound SR 71 will eliminate the spilt phasing of the traffic signal. The additional turn lane will improve traffic operations at this critical intersection. This improvement may be eligible for safety funding and if so could be done in the short term.

Constraints: None
Bicycle Facility: Off system
Sidewalks: No
Transit Route: Yes
Local Support: Yes
Project Sheet: Page 144

Figure 30: Short-Term Roadway Improvements



Mid-Term Recommendations – Tier II, Six Years

Figure 31 on page 98 shows the location of each mid-term project that is recommended below. Map codes are used to label each mid-term project mentioned below on the map on page 98.

Roadway Improvements

Airport Road – Dalton Bypass to Browns Bridge Road in Murray County – Map Code 1

The City of Dalton Municipal Airport is a strategic asset in the county and access to this facility is vitally important. Currently there are numerous residential developments along Airport Road between the Dalton Bypass and Sane Road. The land use plan on Airport Road will transition from agriculture to low density residential development in the future. The County also is promoting this as a viable business development corridor. The functional classification of Airport Road is currently an urban minor arterial from the Dalton Bypass to Tibbs Bridge Road and a rural minor collector from south of Tibbs Bridge Road to Browns Bridge Road in Murray County. The current level-of-service (2001) on Airport Road is LOS C and D. In 2025 the LOS will be D and E without improvements and LOS A with improvements. Widening Airport Road from the Bypass to Browns Bridge Road in Murray County will improve traffic operations and safety along this potential business development corridor.

Constraints: None
Bicycle Facility: No
Sidewalks: No
Transit Route: No
Local Support: Yes
Project Sheet: Page 161

East Morris Street – SR 52/Walnut Avenue to Glenwood Avenue – Map Code 2

East Morris Avenue runs parallel to SR 52/Walnut Avenue in the City of Dalton and if improved would be a viable alternative in accessing the central business district area of Dalton. East Morris Street is currently classified as an urban minor arterial. The current level-of-service (2001) on East Morris Street is LOS E and in 2025 the LOS will be F with no improvements and LOS C and D with improvements. The future land use along this corridor is commercial and widening East Morris Street to four lanes from SR 52/Walnut Avenue to Glenwood Avenue would improve traffic operations. The majority of the current population residing on East Morris Street is either Latino or African American.

Constraints: Environmental Justice – High Latino and African American populations.
Bicycle Facility: No

Sidewalks: Yes
Transit Route: No
Local Support: Yes
Project Sheet: Page 166

Underwood Road – North Dalton Bypass to Dawnville Road – Map Code 3

This section of Underwood Road runs north – south from the North Dalton Bypass to Dawnville Road. Classified as an urban local road, this roadway is being used as a “cut through” by Murray County residents to gain access to downtown Dalton. The future land use along this corridor near the bypass is medium density residential and closer to Dawnville Road the land use changes to low density residential. The current level-of-service (2001) on this section of Underwood Road is LOS A, and in 2025 the LOS will be E with no improvements and LOS B with improvements. Widening Dawnville Road from the North Dalton Bypass to Dawnville Road would provide excellent connectivity into Dalton. Based upon the future traffic projections the Underwood Road Corridor will experience high traffic volumes as development occurs in the northeast regions of the county.

Constraints: None
Bicycle Facility: No
Sidewalks: No
Transit Route: No
Local Support: Yes
Project Sheet: Page 154

Dawnville Road – Underwood Road to SR 286 – Map Code 4

Many commuters from Murray County are using Dawnville Road as an access point into Dalton. Classified as a rural major collector, this corridor is predominantly rural with scattered housing lining the route. The future land use along this corridor will be an increase in low density residential. With the influx of Murray County commuters and additional development, this corridor will need to be improved to four lanes. The current roadway is not suited to handle the increase in traffic due to the roadway geometrics. The current level-of-service (2001) on Dawnville Road is LOS C and in 2025 the LOS will be E, with no improvements and LOS A and B with improvements. Widening Dawnville Road from SR 286 to Underwood Road would provide excellent connectivity, via Underwood Road, into Dalton.

Constraints: None
Bicycle Facility: No
Sidewalks: No
Transit Route: No
Local Support: Yes
Project Sheet: Page 165

South Dixie Highway – SR 52/Walnut Avenue to the South Dalton Bypass – Map Code 5

South Dixie Highway is a major north – south corridor that parallels I-75 to the east. The current land use on South Dixie Highway is commercial, industrial, and rural residential with low density residential developments located on adjacent roadways, especially between SR 52 and Threadmill Road. The current level-of-service (2001) on South Dixie Highway is LOS D and in 2025 the LOS will be F with no improvements, and LOS C and D with improvements. Widening South Dixie Highway to four lanes from Walnut Avenue to the South Dalton Bypass will improve the north-south connectivity and traffic operations along this key corridor leading into and out of Dalton.

Constraints: None
Bicycle Facility: No
Sidewalks: Yes
Transit Route: No
Local Support: Yes
Project Sheet: Page 184

SR 52/Walnut Avenue – I-75 to the Existing 6 lane Section – Map Code 6

SR 52/Walnut Avenue is the major access point from I-75 into the City of Dalton. This current four lane facility recently was upgraded to provide a raised median with exclusive left turn lanes and this improvement has improved safety along this major east-west corridor. The current and future land use on SR 52/Walnut Avenue between I-75 and Tibbs Road/Dug Gap Road is commercial. Numerous retail shopping centers line both sides of roadway and there are several traffic signals along this section of Walnut Avenue. Traffic is exacerbated in this area due to traffic coming off of I-75 to gain access to the numerous fast food establishments. Between I-75 and Dug Gap Road there are no adequate opportunities for U-turns and the majority of the left turn bays do not provide adequate storage during peak travel times. Future widening to a six-lane divided highway will be needed to accommodate future traffic along this busy arterial that connects I-75 with Downtown Dalton. State Route 52/Walnut Avenue between Tibbs Road/Dug Gap Road and Thornton Avenue is primarily low density residential and will remain so in the future. Widening this section of the roadway may be constrained because of the numerous “historic” properties that reside between Tibbs Road and Thornton Avenue. The “historic” homes along Walnut Avenue are protected under Section 4(f) of the 1969 Department of Transportation Act. Section 4(f) provides protection from the use of land from a significant public owned park, recreation area, or any significant historic house. It appears there could be a section 4(f) impact to the “historic” homes, if Walnut Avenue is widened between Tibbs Road and Thornton Avenue. State Route 52/Walnut Avenue between Thornton Avenue and the six lane section is predominantly commercial today and will remain so in the future and acquiring the needed right of way would require a large investment, which could be a constraint in improving this corridor. The current right of way is estimated to be 100 feet, and to construct a divided urban six lane facility with sidewalks and bicycle lanes would require an additional 20 feet of right of way. The current level-of-service (2001) on SR 52/Walnut Avenue is LOS D and in 2025 the LOS will be F, with no improvements and LOS C and D with improvements. Widening SR 52/Walnut Avenue to six lanes from I-75 to the existing 6 lane section will improve the traffic operations

along this key corridor leading into and out of Dalton. The length of this project would be approximately 2.5 miles.

Constraints: Right of Way; History
Bicycle Facility: On existing Mountain Crossing Bicycle Route
Sidewalks: Existing
Transit Route: Yes
Local Support: No
Project Sheet: Page 169

SR 52/Chatsworth Hwy – Dalton Bypass to SR 52 Alt. in Murray County – Map Code 7

SR 52/Chatsworth Highway is a major corridor between Whitfield and Murray Counties. Murray County residents travel to and from their employment centers on this roadway. The current level-of-service (2001) on SR 52/Chatsworth Highway ranges between LOS C and D and in 2025 the LOS will be F with no improvements, and LOS D with improvements. Widening SR 52 to 6 lanes from the South Dalton Bypass to SR 52 Alternate would improve the traffic operations along this important corridor. The future land use along this corridor is a mix between commercial and low density residential developments. Widening this section of SR 52 would also require widening the bridge over the Conasauga River.

Constraints: Conasauga River
Bicycle Facility: No
Sidewalks: Yes, between Dalton Bypass and the Wal-Mart Supercenter
Transit Route: Yes, between Dalton Bypass and the Wal-Mart Supercenter
Local Support: Yes
Project Sheet: Page 170

SR 201 - Mount Vernon Road to SR 3/US 41 – Map Code 8

SR 201 enters Whitfield County to the south from Walker County and between the county line and Mount Vernon Road the majority of the land is rural in nature with small pockets of rural residential housing. However, between Mount Vernon and SR 3/US 41, low density development increases and in the future will increase dramatically based upon the future land use plan. Widening SR 201 to four lanes from Mount Vernon Road to SR3/US 41 will improve the traffic operations along this corridor. The current level-of-service (2001) on SR 201 is LOS D and in 2025 the LOS will be E with no improvements and LOS A and B with improvements.

Constraints: None
Bicycle Facility: On existing March to the Sea Bicycle Route
Sidewalks: No
Transit Route: No
Local Support: Yes
Project Sheet: Page 168

Brickyard Road/Antioch Road – South Dixie Highway to Riverbend Road – Map Code 9

Brickyard Road runs east-west between South Dixie Highway and Lakeland Road. The future land use in this area is a split between low density residential and commercial development. In order to maximize the Brickyard Road improvement, widening Antioch Road from Lakeland Road to Riverbend Road would provide improved east-west connectivity between the bypass and SR 52. The current level-of-service (2001) on Antioch Road ranges between LOS C and D in 2025 the LOS will be E with no improvements, and LOS A and B with improvements. The CSX and NS railroad run common where it crosses at-grade with Brickyard Road. Currently, thirty-eight (38) trains per day cross Brickyard Road and it is recommended a grade separation be constructed over the railroad to improve safety and traffic operations.

Constraints: Possible wetlands around railroad

Bicycle Facility: No

Sidewalks: Yes, between Ledbetter Drive and Riverbend Road

Transit Route: No

Local Support: Yes

Project Sheet: Page 163

Extend Tyler Street and Railroad Grade Separations on East Tyler Street – Map Code 10

Tyler Street runs parallel to Waugh Street to the north. The purpose of this extension is to provide an east-west connector between Glenwood Avenue and the Waugh Street in Dalton. Waugh Street provides the northern most railroad grade separation in Dalton and during the public involvement process an additional railroad grade separation north of Waugh Street was expressed. The only location that is currently suited to provide such a crossing would be Tyler Street and this Plan recommends that Tyler Street provide two grade separations over both the CSX and NS railroad. Justifying the railroad grade separation requires that Tyler Street be extended to Waugh Street to provide improved east-west connectivity. In order to get the needed vertical clearance over the railroad, this improvement may impact residential and commercial properties adjacent to Tyler Street. The grade separation over the CSX line that runs parallel to Thornton Avenue and intersects Tyler Street may need to provide a jug handle to provide access to Thornton Avenue.

Constraints: None

Bicycle Facility: No

Sidewalks: Yes

Transit Route: No

Local Support: Yes

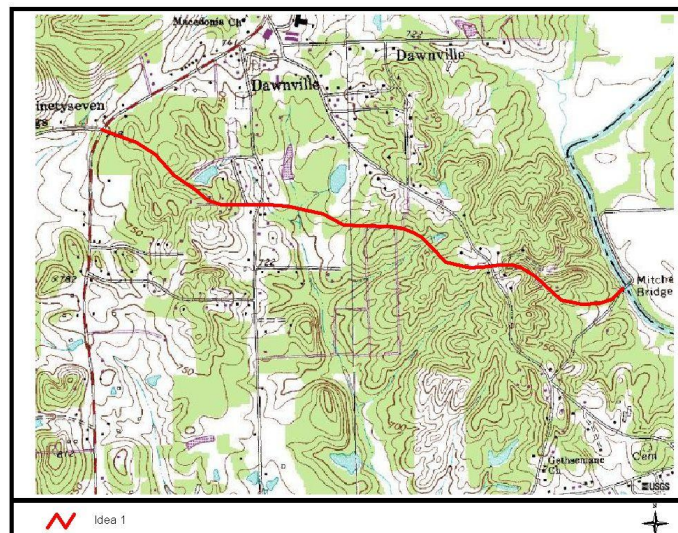
Project Sheet: Page 157

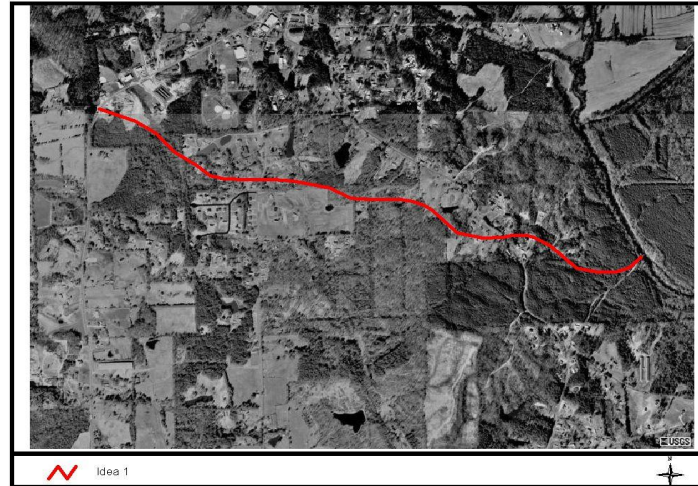
New Location Roadway from Murray County to Whitfield County – Map Code 11

As noted earlier in this Study, 38% of Murray County workforce commute to Whitfield County for work. The bridge over the Conasauga River from Murray County to

Whitfield County has been recently reconstructed. However, Mitchell Bridge Road does not provide good connectivity into Whitfield County. To utilize this public investment, a new location roadway is proposed to extend from Mitchell Bridge Road to Dalton. This new roadway would provide an additional access point to the major employment centers in Whitfield County. Three location options were studied for this recommended connector between Whitfield and Murray Counties and only one of the three options should be constructed. There may be areas along each proposed route that are protected under Section 4(f) of the 1969 Department of Transportation Act. Section 4(f) provides protection for significant publicly owned parks, recreation areas or wildlife and waterfowl refuges, and any significant historic buildings. It appears that this roadway could have section 4(f) impacts if constructed.

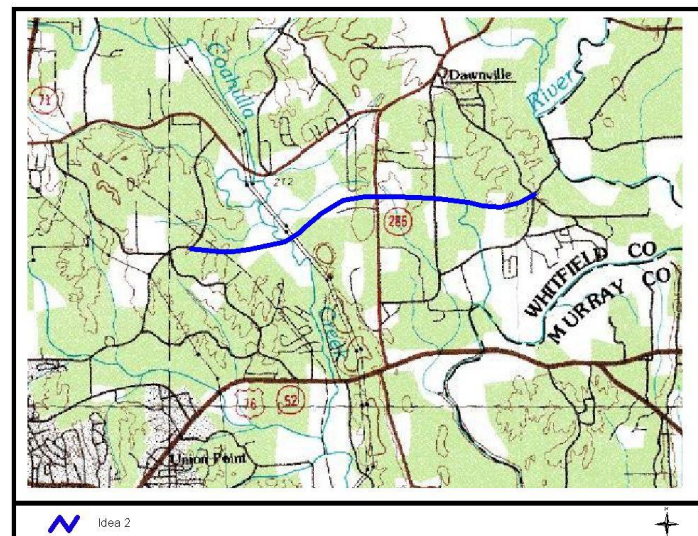
Idea 1: Extend roadway from Mitchell Bridge (new location) to Dawnville Road near the intersection with SR 286. This roadway should be constructed as a two lane facility, but it would be beneficial to initially acquire four lanes of right of way. *Idea 1 is the preferred alternative, at this point in the project development process, because it has the highest benefit cost ratio.*

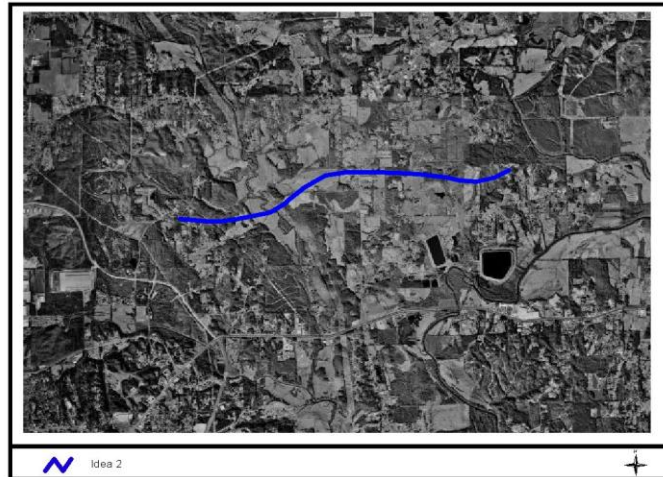




Constraints: Environmental
Bicycle Facility: No
Sidewalks: No
Transit Route: No
Local Support: Yes
Benefit Cost Ratio: 6.4
Project Sheet: Pages 155-156

Idea 2: Extend roadway from Mitchell Bridge (new location) intersecting with SR 286 and terminating at Underwood Road. This roadway would be constructed as a two lane facility, but it would be beneficial to initially acquire four lanes of right of way.





Constraints: Environmental

Bicycle Facility: No

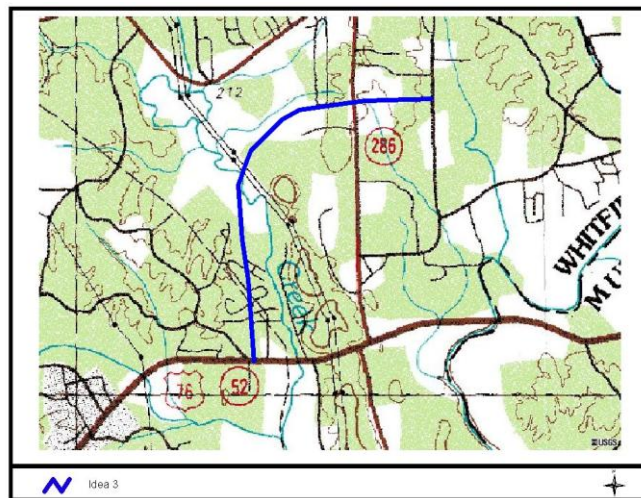
Sidewalks: No

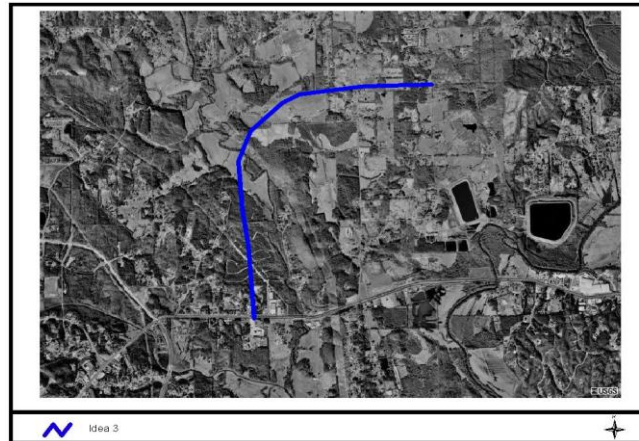
Transit Route: No

Local Support: Yes

Benefit Cost Ratio: 1.2

Idea 3: Extend roadway from Mitchell Bridge (new location) to SR 52/US 76/Chatsworth Highway. This roadway should be constructed as a two lane facility, but it would be beneficial to initially acquire four lanes of right of way.





Constraints: Environmental
 Bicycle Facility: No
 Sidewalks: No
 Transit Route: No
 Local Support: Yes
 Benefit Cost Ratio: 1.4

Improve Roadway Geometrics

Lakeland Road – Map Code 12

Lakeland Road is a major north-south corridor from the South Dalton Bypass to SR 52. This is an industrial corridor and will remain so in the future. There is horizontal alignment issue along Lakeland Road near the South Dalton Bypass, which causes a sight distance problem. There were 4 angle intersecting accidents in 2001 at the intersection of Lakeland Road and Callahan Road. When this roadway was widened to four lanes the roadway was aligned around a commercial development as the roadway approaches the South Dalton Bypass from the north. Realigning this section of Lakeland Road would improve mobility along this major industrial corridor.

Constraints: Right of Way impacts
 Bicycle Facility: No
 Sidewalks: Yes
 Transit Route: No
 Local Support: Yes
 Project Sheet: Page 164

Dug Gap Road/Threadmill Road – Map Code 13

East Dug Gap Road parallels I-75 to the east and the land use along this roadway is planned to be predominantly low density residential. The current alignment of this roadway has numerous horizontal alignment issues, which impact sight distance near the recreational and residential areas. Improving the alignment will significantly improve operations. Threadmill Road links East Dug Gap Road to South Dixie Highway, and between these roadways Threadmill Road accesses schools, and numerous recreational facilities. The recreational facilities along Threadmill Road are protected

under Section 4(f) of the 1969 Department of Transportation Act. Section 4(f) provides protection of land for a significant publicly owned park, recreation area or wildlife and waterfowl refuge, or any significant historic house. It appears there could be a section 4(f) impact to the recreational facilities, if this roadway is upgraded. Improving the sight distance and horizontal alignment along this roadway will improve mobility and safety.

Constraints: Possible 4(f)

Bicycle Facility: Yes

Sidewalks: Yes

Transit Route: No

Local Support: Yes

Project Sheet: Page 158

Dug Gap Road – Map Code 14

Dug Gap Road connects the South Dalton Bypass and Threadmill Road, via East Dug Gap Mountain Road. The future land use in this area of the county shows dramatic increases in low density residential development. Dug Gap Road currently provides narrow travel lanes and there are numerous horizontal alignment issues along the entire corridor, which reduce sight distance. Improving the sight distance will provide an improved north-south corridor to Dalton within this growing part of the county.

Constraints: Dug Gap Mountain

Bicycle Facility: No

Sidewalks: No

Transit Route: No

Local Support: Yes

Project Sheet: Page 159

Traffic Operations and Intersection Improvements

Airport Road and Tibbs Bridge Road Intersection – Map Code 15

The intersection of Tibbs Bridge Road and Airport Road is approximately 350 feet from the South Dalton Bypass. This close proximity between intersections impacts the traffic operations and safety in this area. Tibbs Bridge Road should be realigned to the south on Airport Road to provide adequate distance for queuing (minimum 1000 feet, ¼ mile desirable) from the Bypass. There were four (4) rear end and two (2) angle intersecting accidents at this intersection in 2001. Portions of this project could be eligible for safety funding through Georgia DOT. Reconstructing this intersection would require realigning the roadway, and some residential properties may be impacted.

Constraints: Right of Way

Bicycle Facility: No

Sidewalks: No

Transit Route: No

Local Support: Yes

Project Sheet: Page 162

Tibbs Bridge Road and Burgess Road Intersection – Map Code 16

The intersection of Tibbs Bridge Road and Burgess Road needs to be reconstructed to improve traffic operation and safety at this intersection. Accident history data shows that this intersection has experienced numerous traffic accidents, which have produced several injuries. Reconstructing this intersection may require realigning the roadway, and some residential properties may be impacted.

Constraints: Right of Way

Bicycle Facility: No

Sidewalks: No

Transit Route: No

Local Support: Yes

Project Sheet: Page 162

Old Lafayette Road and Old Chattanooga Road Intersections with SR 3/US 41 – Map Code 17

Old Lafayette Road and Old Chattanooga Road intersect SR 3/US 41 at a skew and realigning these intersections will improve traffic operations and safety. There were six (6) “rear end” crashes in 2001 and the realignment could reduce these types of crashes along this busy corridor.

Constraints: None

Bicycle Facility: On existing March to the Sea Bicycle Route

Sidewalks: Yes

Transit Route: No

Local Support: Yes

Project Sheet: 185

Mill Creek Road -SR 201 to Dug Gap Mountain Road – Map Code 18

Over the last several years low density residential developments have been constructed along this corridor. The future land use plan significantly increases the current agriculture land to low density residential and the projected traffic volumes on this roadway will increase proportionally with this type of development. Improving the roadway geometrics and adding a flush median would improve mobility along this planned residential corridor.

Constraints: Existing residential development

Bicycle Facility: No

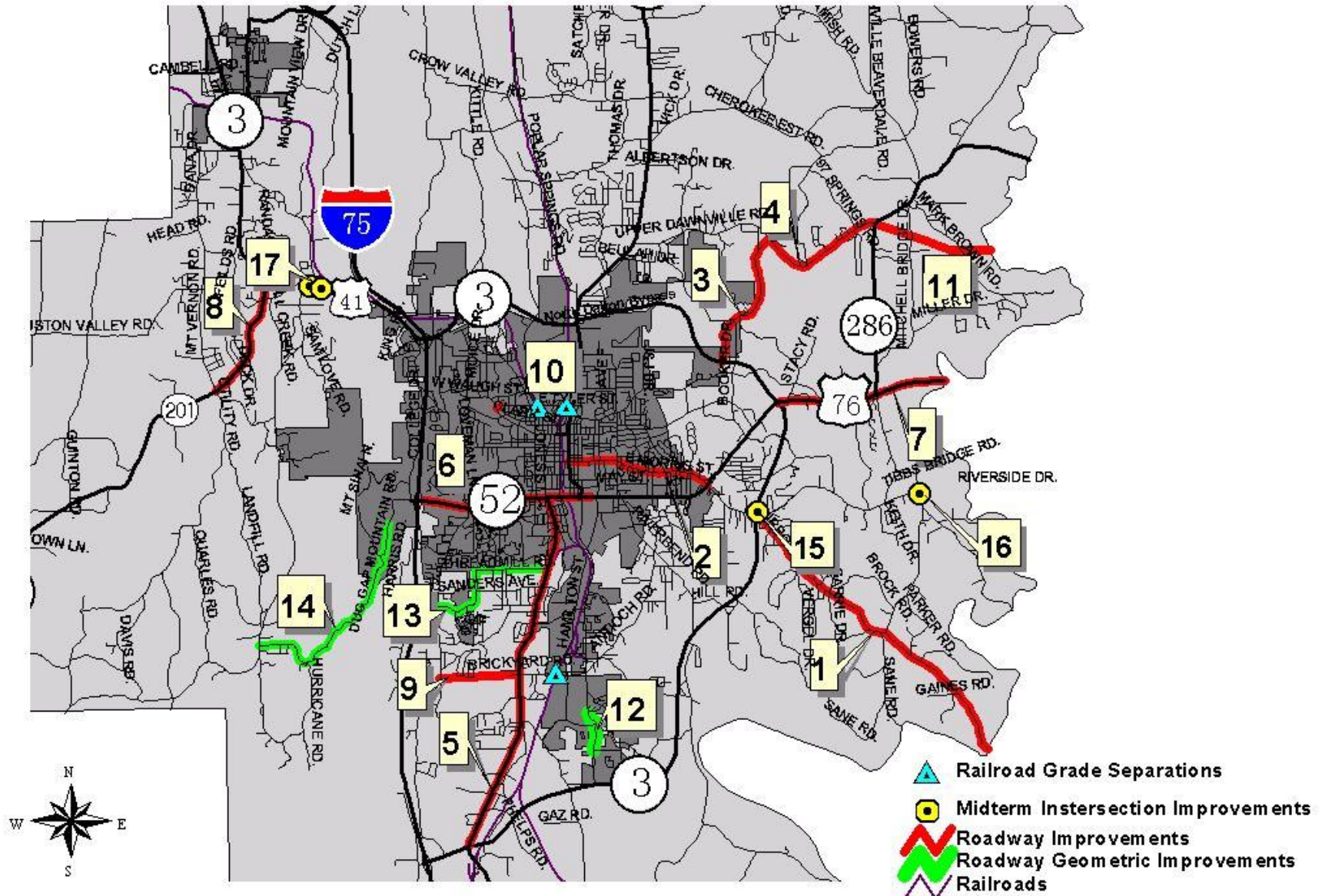
Sidewalks: No

Transit Route: No

Local Support: Yes

Project Sheet: 167

Figure 31: Mid Term Roadway Improvements



Long-Term Recommendation, Long Range Program

The location of each long-term project that is recommended below is shown in Figure 32 on page 106. Map codes are used to label each long-term project mentioned below on the map on page 106.

Roadway Improvements

Reed Road – North Dalton Bypass to SR 201 – Map Code 1

Reed Road is a north-south route parallel to and between I-75 and SR 71/Cleveland Highway. The land use along this corridor will transition from its current agriculture nature to low density residential housing. The current level-of-service (2001) on Reed Road ranges between LOS A and C and in 2025 the LOS will be C with no improvement and LOS A with improvements. While the future LOS is acceptable in 2025 without improvements, the widening Reed Road from the North Dalton Bypass to SR 201 to 4 lanes will improve north-south access and connectivity to the city of Dalton from the developing northern regions of the county.

Constraints: None

Bicycle Facility: No

Sidewalks: No

Transit Route: No

Local Support: Yes

Project Sheet: Page 178

College Drive/Tibbs Road – Dug Gap Battle Road to SR 3/US 41 – Map Code 2

College Drive runs north-south, parallel to I-75 and intersects with Tibbs Road. Tibbs Road runs parallel to I-75 and intersects with SR 3/US 41 north of the Rocky Face interchange at I-75. Dalton College is located along College Drive and this institution offers a baccalaureate program and a full range of associate degree and technical certificate programs. The fall 2002 enrollment was 4,134. A majority of these students commute to and from school. In 1999, there were 15,145 individuals that participated in the Continuing Education programs offered by the college. College Drive provides the only entry access to the college. The current level-of-service (2001) on College Drive is LOS C. In 2025 the LOS will be D with no improvements, and LOS A with improvements. Widening College Drive/Tibbs Road to four lanes from SR 52 to SR 3/US 41 will improve the traffic operations and safety along this corridor.

Constraints: None

Bicycle Facility: On existing Mountain Crossing Bicycle Route

Sidewalks: Yes

Transit Route: No
Local Support: Yes
Project Sheet: Page 177

Extend Brickyard Road – Map Code 3

An additional east-west connector is needed south of SR 52 Walnut Avenue based on the future land use planned for this area. Providing this new access may create an alternative east-west route for drivers accessing SR 52/Walnut Avenue, via South Dixie Highway and Lakeland Road. Extending Brickyard Road on new location from Lakeland Road to the South Dalton Bypass to the east and extending Brickyard Road on new location to Dug Gap Road would provide excellent connectivity between the residential and industrial developments and the bypass. A grade separation would be constructed over the railroad, to improve traffic operations along this east-west corridor. An area of wetlands surrounds the railroad, but the grade separation should be able to cross this area with little or no impact to the wetlands.

Constraints: Wetlands
Bicycle Facility: No
Sidewalks: No
Transit Route: No
Local Support: Yes
Project Sheet: Pages 173-174

Riverbend Road – South Dalton Bypass to SR 52/Chatsworth Highway – Map Code 4

Riverbend Road runs north-south between SR 52/Chatsworth Highway and the South Dalton Bypass. The existing and future land use along this corridor is low density residential developments from the bypass to Antioch Road and from Antioch to SR 52 is primarily commercial. The current level-of-service (2001) on Riverbend is LOS E and in 2025 the LOS will be F with no improvements, and LOS B and C with improvements. Widen Riverbend Road to 4 lanes from the South Dalton Bypass to SR 52.

Constraints: None
Bicycle Facility: No
Sidewalks: Yes between Antioch Road and the South Dalton Bypass
Transit Route: No
Local Support: Yes
Project Sheet: Page 179

South Dalton Bypass – I-75 to Lakeland Road – Map Code 5

The Dalton Bypass has been a tremendous transportation asset to the residents and businesses of Whitfield County. The future land use is locating most of the new industrial land along the South Dalton Bypass. This part of the bypass is strategically located adjacent to I-75 and experiences heavy truck traffic throughout all parts of the day. The current level-of-service (2001) on this

section of the South Dalton Bypass is LOS F near the interchange and LOS A to Lakeland Road. In 2025 the LOS will be F between the interchange and Lakeland Road, with no improvements and LOS C and D with improvements. Based upon the additional industrial land use in the future, widening the South Dalton Bypass to six lanes from I-75 to Lakeland Road is recommended to protect the traffic operations and safety of this key section of the Bypass.

Constraints: None

Bicycle Facility: Adjacent to roadway

Sidewalks: No

Transit Route: No

Local Support: Yes

Project Sheet: Page 181

Beaverdale Road – SR 71/Cleveland Hwy. to Lake Frances Road – Map Code 6

Beaverdale Road has numerous low density residential developments between SR 71 and Cherokee Estates Road. The future land use along this roadway increases the acreage of low density development. Beaverdale Road has excellent connectivity to Dalton via SR 71/Cleveland Highway. However, the intersection of Beaverdale Road and SR 71/Cleveland needs to be realigned. Currently, Haig Mill Road (west of SR 71) and Beaverdale Road are at a skew and a traffic signal controls this intersection. Two churches and a cemetery are located on both sides of Beaverdale Road at the intersection with SR 71/Cleveland Highway, and this could prevent realigning Beaverdale Road to Haig Mill Road. Realigning Haig Mill Road to the south would provide for a four legged intersection and would improve traffic operations and safety at this busy intersection. The current level-of-service (2001) on Beaverdale Road is LOS D from SR 71 to just west of Cherokee Estates Road. In 2025 the LOS will be E and F with no improvements from SR 71 to Lake Frances Road, and LOS A with improvements.

Constraints: Church, Cemetery

Bicycle Facility: No

Sidewalks: No

Transit Route: No

Local Support: Yes

Project Sheet: Page 175

SR 2 – SR 201 in Varnell to Praters Mill Road – Map Code 7

SR 2, east and west of SR 71/Cleveland Highway, in Varnell has scattered housing along the roadway. The land use plan for Varnell will change dramatically from the existing agriculture to low density residential along SR 2 and commercial at the intersection of SR 2 and SR 71/Cleveland Highway. As this development occurs, the traffic generated by the planned low density residential developments will increase congestion in the Varnell area and widening SR 2 from SR 201 in Varnell to Praters Mill Road would improve traffic operations in this growing community. Based upon the 2000 Census, Varnell had a population of 1,491,

which was a 316% increase between 1990 and 2000. Section 4(f) provides protection from the use of land from a significant public owned park, recreation area, or any significant historic house. It appears there could be a section 4(f) impact along SR 2, if this roadway is widened. The current level-of-service (2001) on SR 2 in Varnell is LOS A and D and in 2025 the LOS will be D and E, with no improvements and LOS A with improvements.

Constraints: Railroad, Environmental

Bicycle Facility: No

Sidewalks: Yes

Transit Route: No

Local Support: Yes

Project Sheet: Page 180

North Dalton Bypass and SR 71 Intersection – Map Code 8

By far the intersection at the North Dalton Bypass and SR 71/Cleveland Highway is the busiest in the entire county. The Rocky Face interchange with I-75 is west of this intersection and there is a cluster of commercial businesses along SR 71/Cleveland Highway and the North Dalton Bypass. While this intersection is constrained today, it will only grow worse in the near and long term future is left in its current configuration. The only viable long term transportation solution is to construct an interchange at this intersection with frontage roads paralleling the Bypass from I-75 to Fleming Street. The newly constructed frontage roads would provide direct access to the numerous shopping centers and other commercial establishments that line the roadway today. Extending the frontage roads to Fleming Street would provide excellent connectivity to the new bridge being constructed connecting the Bypass with Fields Avenue. The interchange would dramatically improve the traffic operations and safety at this key intersection by separating vehicles on the Bypass and SR 71/Cleveland Highway. This improvement would require acquiring commercial right of way adjacent to the North Dalton Bypass and SR 71/Cleveland Highway.

Constraints: Right of Way

Bicycle Facility: Off system

Sidewalks: On bridge

Transit Route: Yes

Local Support: Yes

Benefit Cost Ratio: 7.3

Project Sheet: Page 171

New Interchange at I-75 at Waugh Street – Map Code 9

There are currently two interchanges on I-75 accessing the City of Dalton. The interchange at SR 52/Walnut Avenue is the busiest interchange in the county and this interchange will continue to experience large traffic volumes in the future. Waugh Street run east-west paralleling SR 52 to the north and it provides direct access to the Dalton central business district. Waugh Street is one of three roadways that provide a grade separation over the railroad in downtown Dalton.

At the intersection with Glenwood Avenue the roadway changes names to Martin Luther King Jr. Boulevard and terminates at the Dalton Bypass, east of downtown. College Drive would be the connecting point to the west of this interchange, and thus accessing Dalton College would benefit by a new interchange at this location due to the improved access and connectivity. Constructing a new interchange at I-75 with Waugh Street will provide a new east-west connector from the bypass to I-75. An Interchange Justification Report was prepared in the 1980's to break access to I-75 at this location, but FHWA rejected their request because of the interchange spacing between the Rocky Face (SR 3/US 41) interchange and Waugh Street. However, since that time, Dalton has been classified as an urbanized area. FHWA's minimum spacing criteria between interchanges in urban areas is one mile. The distance between the cross roads of Waugh Street and the North Dalton Bypass (SR 3) is 0.72 mile, and is 1.50 miles between Waugh Street and Walnut Avenue (SR 52). In urban areas, FHWA's average spacing criteria is two miles. With the Waugh Street interchange, the average interchange spacing in Dalton will be 2.5 miles. Since the new interchange does not meet the FHWA minimum spacing criteria between cross roads, collector distributors or braided ramps will be required.

Constructing a new interchange at Waugh Street would reduce the traffic on SR 52/Walnut Avenue because of the connectivity between the Bypass and I-75. The IJR that was prepared in the 1980's conducted an origin-destination (OD) study, and this study noted that approximately 23,000 vehicles per day would be diverted from SR 52/Walnut Avenue based on the constructing an I-75/Waugh Street interchange. A Wal-Mart Supercenter is in the development stages along Shugart Road. Currently, Waugh Street terminates at Shugart Road. The typical development pattern suggests that after the Wal-Mart Supercenter is constructed numerous other commercial establishments will conglomerate to this area. The main reason for an additional interchange at Waugh Street is to provide better connectivity between the Bypass and I-75. But with the planned commercial developments in the area, the interchange would be well positioned to provide increased access to this growing commercial district.

If this interchange were constructed, then the widening recommended on SR52 from I-75 to Thornton Avenue may not be needed due to the diversion of traffic accessing the new interchange at Waugh Street.

Constraints: Wetlands

Bicycle Facility: No

Sidewalks: Yes

Transit Route: No

Local Support: Yes

BCR: 2.3

Project Sheet: Page 172

Improve Roadway Geometrics

Upgrade Tibbs Bridge Road – Airport Road to Keith Mill Road – Map Code 10

Realign Tibbs Bridge Road from Airport Road and Keith Mill Road. The current alignment of this roadway provides sight distance problems based upon the horizontal and vertical alignment. The crash history on this section of roadway reveals that there were twelve (12) crashes along Tibbs Bridge Road in 2001, of which there were five (5) were “rear end”, four (4) were “angle intersect”, two (2) “side swipe”, and one (1) “head on” types of crashes. Traffic on Tibbs Bridge Road will steadily increase, based upon the future land use plan and Murray County residents using this roadway as a “cut” through roadway to the South Dalton Bypass. Realigning this roadway to improve the sight distance problems will improve traffic operations and safety along this residential roadway, which need to be improved. An immediate improvement may be reducing the speed limit from 45 MPH to 35 MPH with active enforcement along Tibbs Bridge Road from Airport Road to Keith Mill Road.

Constraints: Right of Way, Mountain

Bicycle Facility: No

Sidewalks: No

Transit Route: No

Local Support: Yes

Project Sheet: Page 162

Dug Gap Battle/Mountain Road – Map Code 11

Dug Gap Battle/Mountain Road provides direct access to the Northwest Georgia Trade and Convention Center. SR 52 terminates at I-75 and the roadway continues up the mountain as Dug Gap Battle Road. Between I-75 and the Convention Center, this is a five lane roadway and provides excellent connectivity to the Convention Center. However, as the roadway passes the Convention Center it transitions to a rural two lane roadway across the mountain. Dug Gap Mountain Road currently provides narrow travel lanes, and there are horizontal alignment issues, which reduce sight distance along the corridor. Improving sight distance would be difficult because of the mountain terrain, but there are areas between Dug Gap Mountain Road and Hurricane Road where the roadway could be improved to provide improved sight distance and ultimately an improved east-west corridor to Dalton from the growing western part of the county.

Constraints: Mountain

Bicycle Facility: No

Sidewalks: No

Transit Route: Not where improvements are recommended

Local Support: Yes

Project Sheet: Page 160

Cedar Ridge Road– SR 52/Chatsworth Hwy. to Keith Mill Road – Map Code 12

Upgrade Cedar Ridge Road/ from SR 52 to Keith Mill Road Improving the roadway geometrics will provide an improved north-south route from this growing area to SR 52/Chatsworth Highway and SR 286. A sight distance problem between Burgess Road and Tibbs Bridge may be related to the two (2) angle intersecting crashes reported in 2001 along this area of Cedar Ridge Road. This improvement should be coordinated with the realignment of Tibbs Bridge Road, which includes an intersection improvement at Burgess Road.

Constraints: None

Bicycle Facility: No

Sidewalks: No

Transit Route: No

Local Support: Yes

Project Sheet: Page 176

Northern Circumferential Roadway – Map Code 13

The future land use plan dramatically increases the low density residential developments in the northwest section of the county. This increase along with the commuter traffic from Murray County suggests that a new location roadway north of the bypass could be justified if land is developed as planned. However, this project was not discussed or evaluated by the Advisory Group. If developments are constructed as planned, local officials do support a new east-west roadway north of the Bypass. This roadway would connect SR 286 to I-75 north of the North Dalton Bypass, intersecting with Dawnvile Road, SR 71/Cleveland Highway, and SR 201. A northern circumferential route would divert traffic from other roadways in the area of the prospective alignment (Underwood Road, SR 286, SR 52/Chatsworth Highway, and the new location roadway from Mitchell Bridge), which would impact possible future improvement to these roadways. While the extent of traffic diversion from a new northern circumferential roadway is not known, it is recommended that this roadway be modeled in the new Dalton Regional Transportation Study. A project recommendation sheet for this northern circumferential roadway is on page 182, which provides project costs and displays a possible roadway corridor on aerial photography. This information will assist the new MPO in modeling this possible new roadway to investigate any traffic diversions and the implications to planned improvements on surrounding roadways.

Constraints: Existing land use

Bicycle Facility: No

Sidewalks: No

Transit Route: No

Local Support: Unknown

Project Sheet: Pages 182-183

Figure 32: Long-Term Roadway Improvements

RAILROAD SAFETY IMPROVEMENTS

Two freight rail systems operate in Whitfield County. CSX connects Dalton with Chattanooga, Tennessee, and Cartersville, Georgia and also operates a piggyback service handling more than 2,000 piggyback cars per month. The Norfolk Southern rail service connects Dalton, Varnell, and Cohutta with Cleveland, Tennessee, and Rome, Georgia. There is a rail yard in Dalton that services both CSX and Norfolk Southern lines.

There are two railroad safety improvements identified in the Department's Construction Work Program at Henry Owens's Road and Beaver Road. These projects are listed as lump sum and have no date for construction identified. Table 11 reveals the project recommendations to existing railroad crossings throughout the entire county.

OPERATIONAL IMPROVEMENTS AROUND SCHOOLS

Whitfield County has two school systems operating within the County. The Whitfield County Public School System serves residents within the unincorporated area and the cities of Tunnel Hill, Varnell, and Cohutta. The Dalton Public School System serves residents of the city of Dalton. Improving traffic operations and safety at some of these schools is needed. Representatives from each school district were members of the Advisory Group and their input was extremely beneficial in identifying improvements needed for these critical institutions. Below are improvements identified by the Transportation Director of the Whitfield County School System:

- Antioch Elementary: Provide an exit onto Riverbend Road to increase access to this facility.
- Dawnville Elementary: Provide an exit onto SR 286 and an entry from Mitchell Bridge Road to increase traffic flow and access to this facility.
- Dug Gap Elementary: Construct an additional turn lane from Dug Gap Road into the School. This improvement will improve safety and traffic flow to this facility.
- Eastside Elementary: Improve access from the school to Hill Road and Airport Road.
- Pleasant Grove Elementary: Realign the intersection of Beaverdale Road and Haig Mill Road. This intersection has been identified and is listed as a proposed intersection improvement.
- Valley Point Elementary and Middle School: Construct turn lanes on US 41 south to provide better access into each facility.
- Westside Middle: Improve access to the school from SR 201.
- Northwest High: Construct additional entry lanes into and out of this facility to SR 201.

Table 12: Railroad Crossing Recommendations

Inventory No.	City	Road Type	Road Number	Road Name	Railroad	Trains Per Day	Level of Warning	Recommendation
340590L	Cohutta		0		CSX	44	Crossbucks	Flashing Lights
719080L	Dalton	CS	723	E TYLER ST	NS	38	Gates	Grade Separation
719712S	Dalton	CR	48	BRICKYARD CR48R48	NS	38	Gates	Grade Separation
340541P	Dalton	CR	48	BRICKYARD RD	CSX	26	Gates	Grade Separation
340552C	Dalton	CR	644	HAIG MILL RD.	CSX	42	Crossbucks	Flashing Lights
340551V	Dalton	CS	723	E TYLER ST	CSX	42	Gates	Grade Separation
719087J	Dalton	CR	416	NEEDHAM DR	NS	8	No Signs	Cross Bucks
719718H	Dalton	CR	17	East Field Rd.	NS	33	Crossbucks	Flashing Lights
719722X	Dalton	CR	2	Postelle Rd	NS	33	Crossbucks	Flashing Lights
719723E	Dalton	CR	3	Henry Owens Road	NS	33	Crossbucks	Programmed Project PI# 0004607
340559A	Tunnel Hill	CR	290	Beaver Rd.	CSX	25	Crossbucks	Programmed Project PI# 0005524
340532R	Tunnel Hill	CR	27	Nance Spring	CSX	24	Crossbucks	Flashing Lights
340560U	Tunnel Hill	CR	290		CSX	23	Crossbucks	Flashing Lights
719698Y	Varnell	CR	658	WHEELER ST	NS	36	Crossbucks	Flashing Lights
719707V	Varnell	CR	234	CR 234	NS	28	Crossbucks	Flashing Lights

PROCEDURES USED IN ESTIMATING ROAD USE COSTS - BENEFIT COST ANALYSIS

MicroBENCOST (MBC), a planning level economic analysis tool was used in estimating the Road User Cost (RUC). MBC uses standard methodologies from *the Highway Capacity Manual* for traffic allocation and speed/delay calculations. The program combined user inputs and defaults for the values used in the analyzing roadway improvements. For the purposes of this analysis a 5% discount rate was used based on a 20 year analysis period (2006-2025). The detailed analysis generated by MicroBENCOST, based upon the existing and future conditions.

There are three components in calculating road user costs (RUC). The Road User Cost equation is expressed as:

$$\text{RUC} = \text{VOC} + \text{AC} + \text{VOT}$$

Where, RUC = road user cost
 VOC = vehicle operating cost
 AC = accident cost
 VOT = value of time

Evaluation of Highway User Benefits and Costs

MicroBENCOST provides an economic analysis of a proposed transportation improvement at the planning level by calculating the benefits to users and giving the results in terms of a Benefit-to-Cost ratio (BCR). The BCR is used to evaluate roadway projects and compare relative merits of the proposed project. Information used to calculate the BCR includes delay costs, vehicle operating costs, accident costs, and a twenty year planning horizon. Estimated savings to the user in these categories are calculated and then compared to the project costs to determine a benefit versus cost relationship. A BCR of 1.0 or greater is traditionally the threshold acceptance for considering a project as cost effective.

The data used in calculating the annual road user benefits include the impact of factors such as:

- Geometric design of roadways
- Percent heavy truck and single unit trucks
- Time cost for auto drivers and passengers
- Time cost for single unit trucks
- Time cost for heavy trucks

A discount rate of 5 percent was used in this analysis. The discount rate represents the rate of interest money can be assumed to earn over the 20 year analysis period and the discount rate assumes annual end of year compounding. The discount rate is used to discount the flow of future benefits and costs over the analysis period to present value dollars, so that they can be compared to the project construction cost. User benefits are defined as the reduction in vehicle operating costs, travel time value, and accident costs.

Table 12 provides summary benefits, costs and economic measures based upon constructing the following six (6) projects:

- New Location Roadway from Murray County to Whitfield County
 - **Idea 1:** Extend roadway from Mitchell Bridge (new location) to Dawnville Road near the intersection with SR 286.

- **Idea 2:** Extend roadway from Mitchell Bridge (new location) intersecting with SR 286 and terminating at Underwood Road.
- **Idea 3:** Extend roadway from Mitchell Bridge (new location) to SR 52/US 76/Chatsworth Highway.
- North Dalton Bypass and SR 71 Interchange
- New Interchange at I-75 at Waugh Street
- New Northern Circumferential Roadway

New Location Roadway from Murray County to Whitfield County

Idea 1

Based upon cost estimates and traffic projections, MicroBENCOST calculated a BCR of 6.428, which is much greater than the value (1.0) associated with cost-effectiveness. The benefits attributed to this new location roadway outweigh the costs and from an economic standpoint building a new location roadway from Mitchell Bridge to Dawnville Road is justified.

Idea 2

Based upon cost estimates and traffic projections, MicroBENCOST calculated a BCR of 1.208, which is just greater than the value (1.0) associated with cost-effectiveness. The benefits attributed to this new location roadway outweigh the costs and from an economic standpoint building a new location roadway from Mitchell Bridge intersecting with SR 286 and terminating at Underwood Road is justified.

Idea 3

Based upon cost estimates and traffic projections, MicroBENCOST calculated a BCR of 1.365, which is just greater than the value (1.0) associated with cost-effectiveness. The benefits attributed to this new location roadway outweigh the costs and from an economic standpoint building a new location roadway from Mitchell Bridge to SR 52/US 76/Chatsworth Highway is justified.

North Dalton Bypass and SR 71 Interchange

Based upon cost estimates and traffic projections, MicroBENCOST calculated a BCR of 7.308, which is much greater than the value (1.0) associated with cost-effectiveness. The benefits attributed to constructing an interchange at the North Dalton Bypass and SR 71/Cleveland Highway outweigh the costs and from an economic standpoint building this interchange is justified.

New Interchange at I-75 at Waugh Street

Based upon cost estimates and traffic projections, MicroBENCOST calculated a BCR of 2.269, which is greater than the value (1.0) associated with cost-effectiveness. The benefits attributed to constructing a new interchange at I-75 and Waugh Street outweigh the costs and from an economic standpoint building this interchange is justified.

New Northern Circumferential Roadway

Based upon cost estimates and traffic projections, MicroBENCOST calculated a BCR of -3.5, which is less than the value (1.0) associated with cost-effectiveness. The benefits attributed to constructing a new northern circumferential roadway do not outweigh the costs and from an economic standpoint building this new location roadway is not justified.

Table 13: Benefits, Costs, and Economic Measures

Measures	New Roadway Idea 1	New Roadway Idea 2	New Roadway Idea 3	NDB @ SR 71	I-75 @ Waugh Street	Northern Circumferential Roadway
Total Discounted User Benefits (Mill. \$)	75.134	39.777	39.777	145.300	14.585	-400.589
Discounted Construction Cost (Mill. \$)	11.664	36.524	31.672	20.190	7.619	113.247
Discounted Salvage Value (Mill. \$)	2.137	6.654	5.748	2.255	2.706	5.402
Discounted Total Agency Costs (Mill. \$)	11.819	32.118	28.217	17.935	4.913	17.935
Fuel Consumption Savings (Mill. Gal.)	5.836	4.414	4.414	88.421	3.404	108.979
Carbon Monoxide Emission Reduction (Mill. Kg.)	0.225	0.151	0.151	14.195	0.205	-144.755
Net Present Value (Mill. \$)	63.315	7.589	11.560	127.265	9.672	-509.568
Gross Benefit-Cost Ratio	6.357	1.236	1.410	8.101	2.969	-3.676
Net Benefit-Cost Ratio	6.428	1.208	1.365	7.308	2.269	-3.500
Internal Rate of Return (Percent)	15.579	5.896	6.502	15.258	15.502	No Solution

BICYCLE IMPROVEMENTS⁸

The firm Tunnel Spangler Inc. completed a master bicycle and transit plan for the City of Dalton. As part of the Whitfield County/City of Dalton Multimodal Transportation Plan, the master bicycle plan was reviewed and evaluated against the proposed improvements stemming from this Plan. The bicycle master plan, shown in Figures 29 and 30, works well with the proposed improvements recommended in this study. The goal of bicycle planning at the local level is to provide for bicycle travel within the community.⁹ And the master plan outlined below provides an excellent bicycle network for the City of Dalton, which includes bike lanes on the existing roadway system and off street greenways.

Bicycles are an increasingly important means of transportation, particularly for low-to-middle income families. Any well- balanced transportation system must include bicycle facilities to ensure a range of mobility options. The City of Dalton, Whitfield County and the State of Georgia have made substantial progress in planning for bicycle facilities in the area. However, opportunities still exist to connect these planned facilities to create a more complete system.

Opportunities exist to build upon the existing state network and create a local bicycle network that serves residents by providing both commuter and recreational opportunities. These new facilities can take three primary forms: on street bicycle routes, bike lanes, and off-street bicycle facilities.

The bicycle master plan, shown in Figures 33 and 34, shows the on-street bicycle lanes in red; the proposed off-street greenways in green; the existing bicycle network in blue; and the proposed scenic byway route in orange.

Proposed On-Street Bicycle Lanes

In more developed areas, where off-street facilities are not possible or desirable, bicycle lanes are proposed. These lanes are intended to connect with proposed off-street facilities, parks, schools, and business centers to the maximum extent possible. The plan calls for three major north-south routes and two major east-west routes (in addition to the existing east-west Mountain Crossing bicycle route).

The first proposed north-south corridor is along Shugart and Tibbs Roads between the proposed bypass greenway and Walnut Avenue - a portion of which was identified in the Quality Growth Report for Dalton. The state's Mountain Crossing bicycle route runs to the west, along Holiday Drive and Tibbs Road west

⁸ The narrative in the Bicycle Improvements section of this report was taken from the *City of Dalton Multimodal Transportation Study*. Tunnell, Spangler Inc. January 2003

⁹ Implementing Bicycle Improvements at the Local Level. U.S. Department of Transportation. Publication No. FHWA 98-105. 1998.

of I-75, but does not provide access to as many areas as this proposed route would because the interstate is an impenetrable barrier. This route would not have to contend with this barrier and would be much closer to a cluster of residential subdivisions located between I-75 and Tibbs Road.

The two other north-south corridors proposed for bike lanes include Hamilton Street and Fields Avenue/Tarver Street/5th Avenue/Riverbend Road. The Hamilton Street bike lanes would start north of downtown in the Crown Mill neighborhood at Springvale Road, where they would connect to a proposed greenway trail. From there they would head south through downtown to the proposed rail spur Threadmill greenway south of Grace Street. The other corridor starts at the termination of the proposed Fields Avenue greenway at Underwood Street and heads south to Tarver Street. It then head south on Tarver Street, across Murray Avenue to 5th Avenue and finally Riverbend Road to the bypass greenway.

The proposed east-west corridors are located along Waugh Street and Emery Street. The Waugh Street corridor runs from the proposed Shugart Road bike lanes to the proposed Fields Avenue bike lanes. In the process, it serves Dalton High School, the library, and downtown Dalton. High school students are typically users of bicycles in a much higher percentage than the regular population, and therefore could benefit from lanes along Waugh Street, which is a high-speed street. The Emery Street corridor, which was identified in the Quality Growth Report for Dalton, runs from the proposed Tibbs Road corridor to proposed Multi-Modal Station downtown. It provides an alternative to Walnut Avenue for accessing the west side of Dalton.

Accommodating Bicycle Lanes

Typically, bicycle lanes can be accommodated without widening streets. Marked bicycle lanes must have a minimum width of five feet, but smaller distances are acceptable, provided they are not labeled as bicycle lanes. Many streets where the lanes are proposed have wide travel lanes. In these cases, restriping to reduce travel lanes to ten feet in width can accommodate bicycle lanes. Such restriping will not only benefit bicyclists, it will also reduce average speeds by between five and ten miles an hour by psychologically narrowing the street.

Proposed Off-Street Greenways

This plan proposes using off-street greenways to connect parks and schools, and to create new recreational opportunities.

The centerpiece of this plan calls for developing a greenway along the length of the bypass and the length of Mill Creek. Not only would these facilities provide an extensive recreational facility, but the bypass greenway would also serve as a greenbelt and protect the road's green vistas.

Another proposed greenway connects the proposed bypass greenway to the North Georgia Fairgrounds, John Davis Park, and east Dalton neighborhoods. This route includes a “rail-with-trail” facility from the bypass to Springdale Road, and then a greenway within the Springdale Road/Legion Drive right-of-ways to the fairgrounds. From the fairgrounds the route turns south along Field Avenue, and runs in a similar fashion, until it reaches Underwood Street, where it reaches a greenway along Underwood Street running from the bypass to Spencer Street.

A greenway system is also proposed for south Dalton. One route is proposed to run from Dug Gap Road, through undeveloped land, to Threadmill Road. The greenway then runs along the north side of Threadmill Road to Highway 41, with a small spur running north past Threadmill Lake to Walnut Avenue. From Highway 41 it utilizes the abandoned rail spur to South Hamilton Street. From south Hamilton it runs east through undeveloped land to Riverbend Road, where it connects to an on-street bicycle system.

South of this greenway, another Greenway is proposed to connect Dug Gap Road and Dug Gap Elementary School to the bypass greenway utilizing area along Drowning Bear Creek to create a valuable recreational and transportation facility. A similar greenway along a creek is proposed along Dug Gap Road between Wildwood Lane and Waterford Place in unincorporated Whitfield County.

Proposed Scenic Byways Bicycle Route

The proposed scenic byway bicycle route, recommended by local county officials, is located in northern Whitfield County along the proposed Cohutta – Chattahoochee Scenic Byway. This scenic byway would provide a scenic driving tour through Whitfield and Murray Counties and the proposed bicycle route would be on a section of this scenic byway. A cyclist would be able to enjoy riding through the beautiful natural scenery of northern Georgia and at the same time enjoy roadways that carry minimal traffic volumes. The short term goal should be to establish this as a marked bicycle route. As funds become available, the long term goal should be to construct exclusive bicycle lanes along the entire proposed bicycle route.

Figure 33: Proposed Bicycle Network – Whitfield County

Figure 34: Proposed Bicycle Network – City of Dalton

SIDEWALK IMPROVEMENTS

Properly planned sidewalks and walkways are essential in providing pedestrian safety, mobility, and accessibility. Sidewalks can reduce the incidence of pedestrian collisions, injuries, and deaths in residential areas and along two-lane roadways. Sidewalks separate pedestrian from traffic and thus reduce incidences with vehicular traffic.¹⁰

The American Association of State Highway and Transportation Officials (AASHTO) states that “Sidewalks used for pedestrian access to schools, parks, shopping areas, and transit stops and placed along all streets in commercial areas should be provided on both sides of the street. In residential areas, sidewalks are desirable on both sides of the street, but need to be provided on at least one side of all local streets.”¹¹

Whitfield County has a relatively good sidewalk network within downtown Dalton and along SR 71/Cleveland Highway. A good portion of the existing sidewalk system covers most of the major activity centers along SR 52/Walnut Avenue/Chatsworth Highway, Thornton Avenue, and Glenwood Avenue. However, future sidewalk improvements will improve pedestrian safety and are needed to provide additional connectivity to schools, parks, and proposed transit stops.

Most sidewalk improvements are made as roads are first constructed, or rebuilt as part of a reconstruction project. It is a policy of Georgia DOT to construct sidewalk on both sides of the roadway on urban widening projects. Proposed sidewalk improvements, as shown in Figures 35 and 36, will improve pedestrian safety and provide pedestrian access to major community pedestrian generators. The following list highlights some of the proposed sidewalks along major roadway corridors in the county.

- South Dixie Highway from the South Dalton Bypass to SR 52/Walnut Avenue
- Lakeland Road/Abutment Road from the South Dalton Bypass to SR 52/Walnut Avenue
- Threadmill Road and East Dug Gap Mountain Road from South Dixie Highway to Dug Gap Road
- Brickyard Road from South Dixie Highway to Lakeland Road
- Antioch Road from Lakeland Road to Riverbend Road
- Riverbend Road from Antioch Road to the South Dalton Bypass
- Wendel Street
- Ledbetter Drive

¹⁰ *Design and Safety of Pedestrian Facilities*. A Recommended Practice of the Institute of Transportation Engineers. Washington D.C. March 1998.

¹¹ American Association of State Highway and Transportation Officials. *A Policy on Geometric Design of Highways and Streets*. Washing D.C. 1990.

- Eastbrook Road from Riverbend Road to Hill Road
- East Morris Street/Murray Avenue from SR 52 Chatsworth Highway to 5th Avenue
- SR 52/Chatsworth Highway from McGee Drive to Welcome Hill Circle
- Underwood Street from North Spencer Street to the North Dalton Bypass
- J & J Drive
- Legion Drive
- Smith Industrial Blvd.
- Chattanooga Road from West Waugh Street to the North Dalton Bypass
- Memorial Drive from Chattanooga Road to Broadrick Drive
- Burleyson Drive from Chattanooga Street to Broadrick Drive
- Broadrick Drive from Memorial Drive to Chattanooga Road
- West Waugh Street from Tibbs Road to Broadrick Drive
- SR 3/US 41 from SR 201 to Campbell Road in Tunnel Hill
- Old Cotton Mill Road in Tunnel Hill
- Hill Street, Church Street, G Vaughn Pkwy., and Varnell Road in Tunnel Hill
- SR 2 from Railroad Street to Lake Francis Drive in Varnell
- SR 71 from Frontier Drive to SR 2 in Varnell
- Mt. Olive Road from SR 71 to Wolfe Street in Cohutta
- Wolfe Street from Mt. Olive Road to Cohutta Varnell Road
- Red Clay Road from Wolfe Street to Appison Road

Figure 35: Proposed Sidewalk Network – Whitfield County

Figure 36: Proposed Sidewalk Network – City of Dalton

TRANSIT IMPROVEMENTS¹²

As a result of the 2000 Census, Dalton became an urbanized area. An urbanized area is defined as a “densely settled territory that contains 50,000 or more people”. The Dalton urbanized area population is recorded at 57,666 people in the US Census 2000. Dalton’s urbanized area encompasses the City of Dalton as well as areas outside the city limits in Whitfield County, including Tunnel Hill and developments along Cleveland Highway.

The Federal Transit Administration (FTA) provides funding for urban areas operating public transit systems under the Urbanized Area Formula Program (Title 49 U.S.C. Section 5307). The Section 5307 program reimburses costs associated with planning, operating and capital activities. This program is the main funding program used by small transit agencies to finance transit costs.

Eligible Costs

Section 5307 funds can be used to cover the following costs:

- 50% of the operating deficit (the operating deficit is defined as the operating cost which remains after the passenger fares are subtracted)
- 80% of the planning costs
- 80% of the capital costs (exceptions noted below)
- 90% of the capital costs associated with bicycle facilities, and vehicle related equipment associated with meeting Americans with Disability Act (ADA), and Clean Air Act (CAA) requirements

The funds are apportioned to urban areas based on a formula which takes into consideration several factors, including population, density, the amount of service being provided, and operating cost. The Census population is used for the apportionment.

The firm Tunnel Spangler Inc. examined the transit potential in the City of Dalton. Their findings suggest that there is some need and a potential market for public transit service in Dalton over and above the current service provided by the rural transit program (5311). The Dalton central core has a large concentration of residents that are typically identified as meeting and choosing transit service: Hispanics and the elderly.

As part of the Whitfield County/City of Dalton Multimodal Transportation Plan, the transit plan was reviewed and evaluated against the proposed sidewalk improvements stemming from the Transit Plan. It is critical that access to bus stops along each transit route is accessible by local transit users. The fixed transit plan, shown in Figure 37, works well with the proposed improvements recommended in this study.

¹² The narrative in the Transit Improvement section of this report was taken from the *City of Dalton Multimodal Transportation Study*. Tunnell, Spangler Inc. January 2003.

The pattern of development in Dalton, including the location of major destinations, was reviewed to assess the area's potential to be served by transit. Unlike many small urban areas which have employment, residential and community facilities dispersed over relatively large areas, Dalton exhibits a more concentrated development pattern within a smaller "core" area. There are a number of activity centers located within the central Dalton area, including retail, commercial, and industrial areas, the hospital and related medical facilities, government offices, Dalton State College, and human services agencies. These activities are arranged in a linear pattern along several major roadways extending from the downtown.

These characteristics could make the area amenable to being served by transit, especially by a fixed route service. Fixed route service can accommodate a larger number of people and be more cost effective than a demand-response service in situations where large numbers of residents, activity centers, and destinations can be served by a small route structure.

For a new transit service to be successful in Dalton, it should be designed to provide linkages to the community's main destinations, including downtown, education institutions, retail and commercial areas, government service complexes, major medical facilities, human service agencies, as well as a number of employment centers. This is critical because each of the individual attractions or trip purposes would not generate sufficient ridership on its own.

A conceptual plan for a potential fixed route system was developed. A series of four routes radiating out from a downtown transfer center to major outlying activity center destinations, similar to those recommended in the 2001 Quality Growth Resource Team Report, appears feasible. The outer destinations of the four routes would be:

- Hamilton Medical Center Route: The route would begin at the multimodal center on West Culyer Street and then would access North Thornton Avenue, Chattanooga Road, Burleyson Road, and Memorial Drive.
- Northwest Georgia Trade and Convention Center Route: The route would begin at the multimodal center on West Culyer Street and then would access South Thornton Avenue, Walnut Avenue, and Dug Gap Battle Road.
- Wal-Mart Supercenter on Chatsworth Highway Route: The route would begin at the multimodal center on East Morris Road and then would access Glenwood Avenue, Walnut Avenue, and Chatsworth Highway.
- Glenwood Avenue/US 41-76 Route: The route would begin at the multimodal center on West Culyer Street and then would access North Thornton Avenue, West Waugh Street, Glenwood Avenue, and Cleveland Highway.

Each route would be approximately three miles in length and would serve a number of major employment and commercial areas.

A key element that needs to be addressed as a fixed transit route is established is coordination between the urban service and the existing rural transit program being operated presently in Whitfield County. This will include the location of transfer points, reciprocal fare policies, and any joint programs for service delivery. In 2002, the rural transit program operated 29,826 one-way passenger trips; numerous County agencies along with disabled citizens in Whitfield County rely on the rural 5311 program for their transportation needs. The existing rural transit program must continue to serve the underserved population throughout Whitfield County and coordination with the proposed fixed route system could strengthen each individual program.

As Whitfield County continues to grow, their transit needs will also grow. This Multimodal Transportation Study highlights numerous transportation improvements. With the high 2025 traffic projections, restraints in the area, and limited funding expanding the transit system would be a viable alternative if constructing the recommended roadway projects become constrained. During the future transportation planning process, the MPO should continue to evaluate transit needs and investigate if expanding the transit system would alleviate areas of roadway congestion. Possible future transit routes could be expanded from the proposed multimodal station along the following roadways:

- Underwood Road
- South Dixie Highway
- Dalton Bypass
- SR 3/US 41 to Tunnel Hill
- SR 71 to Varnell
- SR 52/Chatsworth Highway into Murray County

Future needs need to be continually monitored by the MPO to see what new routes could possibly provide added value to the future Whitfield County transportation system.

Figure 37: Proposed Transit Routes – City of Dalton

CONCLUSIONS

The transportation improvements outlined in this Multimodal Transportation Plan will facilitate the movement of people and goods by all modes of transportation within the City of Dalton and Whitfield County. The multimodal improvements have been developed to help alleviate congestion, provide access to alternative transportation modes, and improve transportation system. This Plan outlines the improvements in a tiered process. Tier I is proposed to be completed in the first three (3) years, Tier II is proposed to be completed in the first six (6) years, and Tier III contains long-range projects.

The success of this Multimodal Transportation Plan depends on the management of future land development to follow the adopted future land use plan. The recommendations in this plan are based on the assumption the future land use plan will be used as a guide to manage future development activities. If the future land use plan is revised some of the recommendations in the plan may need to be updated to reflect the change in land use and travel patterns.

PUBLIC INVOLVEMENT AND AGENCY COORDINATION

To better gauge local conditions and needs, a number of meetings were conducted with the Advisory Group, local officials, and local citizens. These meetings were important elements of this multimodal transportation plan since transportation projects impact many aspects of the local community.

Three meetings were held with the local Advisory Group during the eight (8) month study. The Advisory Group guided the study by meeting at the following three critical stages of the project.

1. At the on-set of the study to establish goals and objectives and identify constraints, key issues, and sensitive areas.
2. Prior to the draft Phase I technical report being completed, which identified existing and future deficiencies.
3. Midway through thoroughfare plan development process. At this meeting the group evaluated the multimodal recommendations based on a set of evaluation criteria.

The Advisory Group was comprised of local officials from the City of Dalton, Whitfield County, Whitfield County School System, City of Dalton School System, North Georgia RDC, Dalton-Whitfield Chamber of Commerce, Dalton College, and Chairman of the Airport Authority. The Advisory Group was comprised of local businesses from Norfolk Southern Railroad and Shaw industries. The local Advisory Group was comprised of three retired citizens that have lived and worked their entire life in the Whitfield County. Extra effort was taken to ensure the multimodal transportation plan solicited input from minority populations within the city and county. During both phases of the project, the consultant met with a key Latino businessman in the City of Dalton. The ensuing discussions provided valuable feedback and guidance on where bicycle and pedestrian improvements were needed and would be beneficial to the local Latino community. The recommendations provided were incorporated into multimodal transportation plan. The Advisory Group averaged approximately 23 people per meeting and the discussion and feedback was extremely beneficial in formulating their multimodal transportation plan. A list of the Advisory Group members is provided later in this section.

Two Public Information Meetings were held at Dalton's North Georgia Trade and Convention Center during the eight (8) month study period. On February 12th and March 25th Public Information Meetings (PIM) were held from 6 p.m. to 8 p.m. Both meetings were advertised in the local county organ (The Dalton Citizen), the local Hispanic newspapers (La Voz and La Buena) and announcements ran on four (4) local radio stations, which included an all Spanish station. The local TV station provided Public Service Announcements (PSA) and several media outlets provided news coverage of the PIM by interviewing local citizens, local officials, and Georgia DOT representatives. The

PIM's sought concurrence and was used as a time to gather additional information for the identification of existing and future conditions, showcased and refined specific aspects of the Multimodal Transportation Plan, and provided time to resolve concerns, and work toward consensus.

Based upon feedback from local officials and those attending the meetings, the PIM's were very effective in educating the local citizens on the Whitfield County and the City of Dalton Multimodal Transportation Plan. From all reports, the local citizens were extremely pleased by the presentation materials and maps presented at these meetings showing the existing and future multimodal transportation needs and the proposed and identified multimodal recommendations within the County.

Twenty nine (29) local citizens of which eight (8) were members of the Advisory Group, three Georgia DOT personnel, and three representatives from Greenhorne & O'Mara (G&O) attended the first PIM for a total attendance thirty-five (35). Twenty-two (22) local citizens of which five (5) were members of the Advisory Group, four (4) Georgia DOT personnel, and two (2) representatives from G&O attended the second PIM for a total of twenty-eight (28).

Seven (7) public comments were received at the first PIM all of which supported the study efforts. Most of the comments related to bicycle and pedestrian safety issues and encouraging recommendations on improving the sidewalk and bicycle paths and the need for a fixed route transit system in Dalton. Six (6) public comments were received at the second PIM all of which supported the study efforts. The most common theme was making improvements to the North Dalton Bypass between I-75 and SR 71/Cleveland Highway. All of the respondents said that the location and time was convenient, that their questions were answered by the DOT personnel, and that they understood the study after attending the meeting. Evaluating the success of the advertisement campaign was done by examining responses by those attending the PIM. The majority of those attending the PIM were notified of the meeting by either the advertisements in a local newspaper or by word of mouth.

Seven (7) representatives of the local Latino community attended the first PIM and two (2) attended the 2nd PIM. During the first PIM a representative from Greenhorne & O'Mara provided Spanish translation to effectively communicate with local Latino residents. The effort was successful in drawing out what improvements are needed that would be beneficial to the Latino community. This information was used to guide the future multimodal recommendations.

The goal of this Public Involvement Plan was to provide a forum for all interested citizens to participate in the Multimodal Transportation Study planning process, which guided the implementation of transportation improvements in Whitfield County, including highways, airport access, bike and pedestrian facilities, railroads, and transit. The local Advisory Group guided the implementation of improvements and local citizens provided feedback on the multimodal

transportation plan. Through consultation with local city and county officials and Georgia DOT, the public involvement goal was met.

The Public involvement processes was proactive and provided complete information, timely public notices, full public access to key decisions, and opportunities for early and continuing involvement. This Plan was sensitive to individuals exhibiting lack of mobility, language barriers, schedule conflicts, lack of trust, and varying education levels. Attention was given to simplifying complex matters with graphs, pictures, Spanish translator, and personal visits. The success of this Plan was noted by several local Latino citizens in their appreciation of having a voice in the planning process.

Advisory Group Members

The following individuals were members of the local Advisory Group that guided the efforts of this study.

- | | |
|-----------------------|------------------------------------------------------|
| 1. Butch Sanders | City of Dalton, City Administrator |
| 2. Benny J. Dunn | Special Projects Coordinator, Dalton |
| 3. Gaile Jennings | City of Dalton |
| 4. Walter Parsons | City of Dalton |
| 5. Barry Gober | Fire Chief, City of Dalton |
| 6. Frank Hubbs | City of Dalton Municipal Airport |
| 7. Bradley Arnold | Whitfield County Administrator |
| 8. John Paul Bledsoe | Public Works Director, Whitfield County |
| 9. Carl Collins | Fire Chief, Whitfield County |
| 10. Larry Vandenbosch | Director of Community & ED, NGRDC |
| 11. George Woodward | Executive Director, Chamber of Commerce |
| 12. Phyllis Stephens | Chamber of Commerce |
| 13. Don Ammonett | City Board of Education - Director of Transportation |
| 14. Mike Vaden | County Board of Ed. – Director of Transportation |
| 15. Dr. John Lugthart | Dalton State College |
| 16. Marion Beacham | Shaw Industries |
| 17. Roger Baldwin | Shaw Industries |
| 18. Kenneth Boyd | Retiree |
| 19. Clifford Maney | Retiree |
| 20. Lenard Whaley | Retiree |
| 21. Norberto Reyes | Business Leader |
| 22. Randall Minor | Norfolk/Southern Railroad |
| 23. Shawn Clouse | TNC/CRA |

Public Involvement Plan

INTRODUCTION & PURPOSE

Public involvement is very essential to the planning of the Whitfield County and the City of Dalton Multimodal Transportation Study. A plan has been established

in this document. This plan outlines outreach procedures to involve and inform the public, strategy tactics to involve those that are unaccustomed to participating, ways to evaluate the effectiveness of the plan, and laws which govern the public involvement process. Our goal is to provide a forum for all interested citizens to participate in the planning process.

The study is a 8 month study and will involve two phases, I and II. In Phase I will existing deficiencies will be identified and transportation needs will be projected through 2025 based upon the future land use plan. During Phase II, the Multimodal Transportation Study will explore and evaluate transportation improvements that will address the needs and deficiencies identified in Phase I, including highways, airport access, bike and pedestrian facilities, railroads, and transit to the year 2025. The expected completion date of this study is April 2003.

OUTREACH

The Public involvement processes will be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. By definition, public involvement must be broad. It must include all interested people, particularly those not traditionally well-represented in transportation planning, to ensure they are provided opportunities for meaningful input.

A 15 to 30 member Advisory Group consisting of representatives from Whitfield County and the City of Dalton has been organized. Their participation throughout the entire 8-month study will provide valuable information, guidance, and feedback. The Advisory Group will meet at the following three critical stages of the project.

- At the on-set of Phase I to establish goals and objectives and identify constraints, key issues, and sensitive areas.
- Prior to preparing the draft Phase I technical report.
- Midway through thoroughfare plan development and project development for bike/ped, transit, and airport facilities, to give them an opportunity to add projects (in Phase II).

In addition, two open house meetings will be conducted to inform the public and to solicit their comments on Phase I and II of the Multimodal Transportation Study. The meeting will occur near the end of phases.

The Advisory Group and open house will be discussed later in this document in greater details.

STRATEGY

Through skillful application of effective public involvement techniques, this Plan creates a forum for information exchange, issue generation, problem solving, and priority setting. Extra effort will be put forth in this Study to solicit involvement by those unaccustomed to participating. Equally important, this Study will serve as a platform to address the different needs and perspectives of various segments of the county's population. Two public involvement strategies will be employed to accomplish this are:

- Coordination Strategy
- Public Outreach Strategy

Coordination Strategy

The study area encompasses a number of local, regional, and state agencies responsible for formulation of policies and implementation of transportation improvement projects that may result from the Multimodal Transportation Study. Strong coordination efforts with local municipalities and other agencies will assist in reviewing technical memoranda, identifying key community concerns, and fostering greater understanding of different perspectives regarding current and future transportation needs. The coordination strategy will be achieved through use of the Advisory Group public involvement technique.

Based upon the 2000 Census, twenty-two percent (22%) of the population in Whitfield County is Hispanic. This Plan is sensitive to individuals exhibiting lack of mobility, language barriers, schedule conflicts, lack of trust, and varying education levels. Attention will be given to simplifying complex matters with graphs, pictures, and a Spanish translator.

Advisory Group

The Advisory Group will advise the study team on community concerns, existing conditions and project growth from a local perspective. The purpose of the meetings will be to discuss study developments to provide a local perspective on:

- Goals and objectives
- Existing conditions and associated problem areas
- Future conditions and associated problem areas
- Thoroughfare Plan Development along with bike/pedestrian, para transit, and airport improvements.
- Project development and cost estimates
- Draft Plan

Materials will be presented to the DEPARTMENT for review and approval a week prior to the Advisory Group meeting presentation.

Public Outreach Strategy

The second public involvement strategy is public outreach. To that end, the following public involvement techniques will be used:

- Open Houses
- Use of Department Website
- Newsletters
- Fact Sheets

Open Houses

An open house is a special meeting to inform people and solicit input on issues specific to the City of Dalton and Whitfield County. To encourage dialogue between the study team and the public, two (2) open house meetings will take place during the study: one (1) at the end of Phase One and one (1) at the end of Phase Two. To encourage Hispanic participation at each open house, a Spanish speaking representative will be in attendance to provide project information to local Hispanic residents.

The open house will be used to seek concurrence and gather additional information for the identification of existing and future conditions, showcase and refine specific aspects of the Multimodal Transportation Study, resolve concerns, and work toward consensus.

All necessary maps and graphics depicting important study elements will be displayed. In addition, informational packets and comment cards will be distributed requesting additional input. The open house meetings will be conducted in the City of Dalton and emphasis will be placed on the timing and the accessibility for environmental justice populations of concern.

The open house will be advertised in the local county organ (*The Daily Citizen News*), highlighting the date, time, place and purpose for each of the Open Houses. The DEPARTMENT will review and approve all publication and presentation materials a week prior to distribution.

Materials for the Department's Website

Specific study information will be provided to the DEPARTMENT for placement on the DEPARTMENT'S website. This information will include but not be limited to: project overview, contacts, public involvement, project update, project recommendations and project maps.

Newsletters

The target audience of the two newsletters is the broader public within Whitfield County and goes beyond those who attend meetings. Local officials will assist in obtaining local mailing lists to ensure the newsletters are distributed thoroughly throughout Whitfield County and to other concerned citizens. The newsletters will be a forum to update the progress of the study by presenting the project overview, contacts, upcoming meeting dates, project updates, recommendations and improvement maps.

Fact Sheets

A fact sheet will be distributed at each open house in Phase I and II.

Summary of Special Accommodations

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the underserved populations within Whitfield County will be informed and involved during the planning process, by:

- Including minority businesses, groups, and organizations, as well as, civil rights groups in the study in order to assess the current situation of protected classes
- Providing under served community representation on the Advisory Group
- Using underserved community residents, organizers, and leaders to serve as liaisons between the underserved community and transportation decision makers.
- Advertising the Open Houses in the local Hispanic Newspaper
- Providing a Spanish speaking to explain and answer questions concerning the Multimodal Study at both Open Houses

PLAN EVALUATION

The effectiveness of the Multimodal Transportation Study public involvement plan will be measured by documenting:

- Number of open house attendees
- Number of public comments received
- Number of newsletters and fact sheets distributed

The effectiveness of this Plan will be evaluated by receiving feedback from the DEPARTMENT, Advisory Group members and Environmental Justice representatives to ensure this public involvement process worked properly. The entire Public Involvement Process will be documented.

REGULATORY COMPLIANCE

In compliance with the requirements to ensure ample opportunity for citizens, public officials, elected officials, agency representatives, special interest groups, and other interested stakeholders to be involved in transportation planning, this Public Involvement Plan adheres to the following regulations and agency policies:

- Executive Office of the President, Executive Order 12898, Environmental Justice
- Federal Highway Administration and Federal Transit Administration, 23 CFR 450
- Georgia Planning Act, Comprehensive Planning Rules
- Georgia Department of Transportation, Public Involvement Plan

The Public involvement processes will be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. And in doing so, this Plan will meet the Federal Highway Administration and Federal Transit Administration, 23 CFR 450 regulations, Georgia Planning Act and the Comprehensive Planning Rules, and the Georgia Department of Transportation Public Involvement Plan by providing:

- Early and continuing public involvement opportunities throughout the transportation planning process.
- Timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs, and projects.
- Adequate public notice of public involvement activities and time for public review and comment at key decision points
- A process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households which may face challenges accessing employment and other amenities.
- Periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and if necessary revise the process as necessary.

The U.S. DOT Order on Environmental Justice and Executive Order 12898 address persons belonging to any of the following groups:

- Black
- Hispanic
- Asian American
- American Indian or Alaskan Native
- Low-Income – a person whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines

A 1994 Presidential Executive Order directed every Federal Agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on minority and low-income populations.

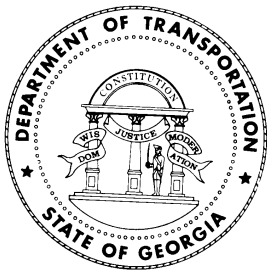
This Plan accomplishes this goal by involving the potentially affected public in developing transportation projects that fit harmoniously within their communities without sacrificing safety or mobility.

In order to comply with the aforementioned regulations, concern for environmental justice and Title VI will be integrated into every transportation decision throughout the 8-month study period. This plan will meet the regulations above by following these guiding principles:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects. Including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Fact Sheets

Fact Sheets play a vital role in educating local citizens and a fact sheet was distributed at each Public Informational Meeting (PIM) to inform local citizens of the progress of the Multimodal Transportation Study. The Fact Sheet for Phase I and Phase II are provided below.



Georgia Department of Transportation **Fact Sheet – Phase 1**

Whitfield County/City of Dalton Multimodal Transportation Study

Background and Purpose

The Georgia Department of Transportation, Whitfield County, and Dalton have partnered in conducting a study of the transportation network in the City of Dalton and Whitfield County. This transportation study addresses all of the modes of transportation, including highways, airport, bike and pedestrian facilities, railroads, and transit. The study began September 2002 and is expected to end April 2003. The study will be conducted in two phases. A draft of Phase I has been completed and this phase of the study identified existing deficiencies and projected the transportation needs through 2025 based upon the future land use plan. During Phase II, the Multimodal Transportation Study will explore and evaluate transportation improvements that will address the needs and deficiencies identified in Phase I, including highways, airport access, bike and pedestrian facilities, railroads, and transit to the year 2025. The multimodal transportation plan resulting from this study will serve as a foundation for Georgia DOT, Whitfield County, the City of Dalton, and the new Metropolitan Planning Organization (MPO) on prioritizing transportation needs in their respective jurisdiction.

Study Area

- The study area encompasses Whitfield County, including Dalton, Tunnel Hill, Varnell, and Cohutta.
- The 2000 population of Whitfield County was 83,535 and the City of Dalton had a population of 27,912.
- The 2000 Census reported that there were 18,419 Hispanic or Latinos living in Whitfield County, which represents 22.1% of the total population of the County. The 2000 Census reported that there were 11,219 Hispanics/Latinos living in Dalton, which represents 40 % of the total population of the City.
- Whitfield County covers 290 square miles and the greatest distance between boundaries is approximately 26 miles.
- Whitfield County has over 1,000 miles of public roads in its transportation system.

Public Involvement

- Public involvement will be an ongoing task throughout this study, and input from the Advisory Group and Public Information Meetings will be crucial to the success of the study.

- The goal of public involvement is to provide a forum for all interested citizens to be proactive and to provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement.
- An Advisory Group of approximately 30 local citizens met two (2) times during Phase I of this study and completed a Needs Assessment for the entire County.
- The Advisory Group provided important information on community concerns, existing conditions and growth from a local perspective.
- At the outset, the Advisory Group outlined their Goals and Objectives for this study.
- There will be two public information meetings prior to the completion of Phase I and II of the study.
- There will be two newsletters highlighting the Phase I & II effort and they will be published and mailed after the Public Information Meetings

Goals and Objectives

1. Address safety concerns with the existing transportation system.
2. Address accessibility/connectivity for all modes of transportation.
3. Consider land use when developing the transportation plan.
4. Provide more alternate transportation modes: highways, airport, bike and pedestrian facilities, railroads, and transit.
5. Establish a funding plan to implement identified improvements.
6. Address local and regional east-west transportation needs.
7. Address north-south transportation needs throughout the county.
8. Improve circumferential flow for all modes of the transportation in the county.

Phase I Results – Existing Conditions

- The existing transportation infrastructure in Whitfield County and the City of Dalton does not provide adequate multimodal options.
- Dramatic increases in traffic have occurred on several major roadways throughout the county during the past fifteen (15) years.
- Two freight rail systems operate in Whitfield County - CSX connects Dalton with Chattanooga, Tennessee, and Cartersville and Norfolk Southern rail service connects Dalton, Varnell, and Cohutta with Cleveland, Tennessee, and Rome. There is a rail yard in Dalton that services both CSX and Norfolk Southern lines. These rail lines run north-south through downtown Dalton and actually cross one another. At this junction, one train must wait on another, contributing to delays at upstream railroad crossings.
- Whitfield County has a relatively good sidewalk network within downtown Dalton and along SR 71/Cleveland Highway.
- Whitfield County currently operates 15 vehicles in their public transportation program. Service is available to all County residents for various trip purposes, including medical, nutrition, shopping, education, recreation, etc. It is available through demand-response and route-deviation systems, Purchase of Service Agreements, and charter arrangements.

Phase I Results – Future Conditions

- The 2025 traffic projections are based on a comparison between the existing land use plan and the future land use plan, as approved by the North Georgia Regional Development Center.
- The major travel corridors projected to carry large volumes of traffic in 2025 are:
 - I-75
 - SR 71 between North Dalton Bypass and Beaverdale Road
 - North Dalton Bypass between I-75 and SR 71
 - SR 3/US 41 between I-75 and Catoosa County
 - SR 52/Walnut Avenue
 - SR 52/US 76 Chatsworth Highway
 - Glenwood Avenue
 - Thornton Avenue
 - Chattanooga Road
 - Tibbs Road
 - Waugh Street/ Martin Luther King Blvd.

Phase I Results – Needs and Concerns Identified

Roadway concerns are:

- Routes in Whitfield County and downtown Dalton need to provide more of a grid system.
- SR 52/Walnut Avenue cannot handle the projected volume by itself. An east-west movement adjacent to SR 52/Walnut Avenue is needed.
- Redundancy of the northwest part of the bypass connecting to I-75.

Transit service is needed in the following areas:

- Hamilton Medical Center area
- Northwest Georgia Trade and Convention Center
- Wal-Mart Supercenter on Chatsworth Highway
- Glenwood Avenue/US 41-76 area
- Downtown to carpet mills south of Dalton

Bike trails and sidewalks for pedestrians are needed in the following areas:

- South of Dalton on Old Dixie Hwy/SR 3
- Underwood Road
- Legion Road to schools and parks
- Activity centers
- Bike lanes on major routes in downtown area as part of road widening projects

Railroad needs are

- Grade separation north of Waugh St. in Dalton
- Grade separation south of Dalton at switching station
- Correct downtown crossing (overlap) of CSX and Norfolk Southern lines

Airport needs are:

- Extend runway

What's next?

- Prior to developing any project recommendations, the study team will develop a set of criteria to use in evaluating and prioritizing improvements. These criteria

- will draw heavily from the Goals and Objectives established at the outset of the study by the local governments and the Advisory Group.
- During Phase II a series of multimodal transportation systems improvements for the City of Dalton and Whitfield County will be evaluated and developed.
 - Roadway improvements may include widening, one-way pairs, road extensions, intersection improvement, number of approach lanes, signalization, and signal phasing changes.
 - Transit improvements might include fixed route system, different routes, and express bus service.
 - Bicycle and pedestrian alternatives may include additional routes, different locations, or multi-use paths versus dedicated sidewalks and/or bicycle lanes.
 - Alternative access to railroads may involve alternate locations and/or grade separations.
 - A long-range transportation plan will be created identifying short and long range multimodal transportation projects.



Georgia Department of Transportation **Fact Sheet – Phase 2**

Whitfield County/City of Dalton Multimodal Transportation Study

Background and Purpose

The Georgia Department of Transportation, Whitfield County, and Dalton have partnered in conducting a study of the transportation network in the City of Dalton and Whitfield County. This transportation study addresses all modes of transportation, including highways, airport, bike and pedestrian facilities, railroads, and transit. The study began September 2002 and is expected to end April 2003. The study will be conducted in two phases. Phase I of the study has been completed along with a draft interim report documenting the findings of Phase I. This phase of the study identified existing deficiencies and projected the transportation needs through 2025 based upon the projected growth in traffic. During Phase II, the Multimodal Transportation Study will explore and evaluate transportation improvements that address the needs and deficiencies identified in Phase I. The multimodal transportation plan resulting from this study will serve as a foundation for Georgia DOT, Whitfield County, the City of Dalton, and the new Metropolitan Planning Organization (MPO) on prioritizing future multimodal transportation needs in their respective jurisdictions.

Study Area

- The study area encompasses Whitfield County, including Dalton, Tunnel Hill, Varnell, and Cohutta.
- The 2000 population of Whitfield County was 83,535 and the City of Dalton had a population of 27,912.
- The 2000 Census reported that there were 18,419 Hispanic or Latinos living in Whitfield County, which represents 22.1% of the total population of the County. The 2000 Census reported that there were 11,219 Hispanics/Latinos living in Dalton, which represents 40 % of the total population of the City.
- Whitfield County covers 290 square miles and the greatest distance between boundaries is approximately 26 miles.
- Whitfield County has over 1,000 miles of public roads in its transportation system.

Public Involvement

- Public involvement was an ongoing task throughout this study, and input from the Advisory Group and Public Information Meetings was crucial to the success of the study.

- The goal of public involvement was to provide a forum for all interested citizens to be proactive and to provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement.
- An Advisory Group of approximately 30 members met three (3) times during the study.
- The Advisory Group provided important information on community concerns, existing conditions, needs assessment, and growth from a local perspective.
- During Phase I, the Advisory Group outlined their Goals and Objectives for this study.
- On February 12, 2003 a Public Information Meeting (PIM) was held from 6 p.m. to 8 p.m. at the Northwest Georgia Trade and Convention Center in Dalton. Twenty-nine (29) local citizens attended the first PIM and Seven (7) public comments were received at this meeting, all of which supported the study efforts.
- Two newsletters highlighting the Phase I & II effort will be published and mailed after each Public Information Meeting.

Goals and Objectives

1. Address safety concerns with the existing transportation system.
2. Address accessibility/connectivity for all modes of transportation.
3. Consider land use when developing the transportation plan.
4. Provide more alternate transportation modes: highways, airport, bike and pedestrian facilities, railroads, and transit.
5. Establish a funding plan to implement identified improvements.
6. Address local and regional east-west transportation needs.
7. Address north-south transportation needs throughout the county.
8. Improve circumferential flow for all modes of the transportation in the county.

Phase I Results – Existing and Future Conditions

- The existing transportation infrastructure in Whitfield County and the City of Dalton does not provide adequate multimodal options.
- Dramatic increases in traffic have occurred on several major roadways throughout the county during the past fifteen (15) years.
- Two freight rail systems operate in Whitfield County - CSX connects Dalton with Chattanooga, Tennessee, and Cartersville and Norfolk Southern rail service connects Dalton, Varnell, and Cohutta with Cleveland, Tennessee, and Rome. There is a rail yard in Dalton that services both CSX and Norfolk Southern lines. These rail lines run north-south through downtown Dalton and actually cross one another. At this junction, one train must wait on another, contributing to delays at upstream railroad crossings.
- Whitfield County has a relatively good sidewalk network within downtown Dalton and along SR 71/Cleveland Highway.
- Whitfield County currently operates 15 vehicles in their public transportation program. Service is available to all County residents for various trip purposes, including medical, nutrition, shopping, education, recreation, etc. It is available through demand-response and route-deviation systems, Purchase of Service Agreements, and charter arrangements.

- The 2025 traffic projections are based on a comparison between the existing land use plan and the future land use plan, as approved by the North Georgia Regional Development Center.
- The major travel corridors projected to carry large volumes of traffic in 2025 are:
 - I-75
 - SR 71 between North Dalton Bypass and Beaverdale Road
 - North Dalton Bypass between I-75 and SR 71
 - SR 3/US 41 between I-75 and Catoosa County
 - SR 52/Walnut Avenue
 - SR 52/US 76 Chatsworth Highway
 - Glenwood Avenue
 - Thornton Avenue
 - Chattanooga Road
 - Tibbs Road
 - Waugh Street/ Martin Luther King Blvd.

Phase II Results - Identified Multimodal Improvements

- The study team developed a set of criteria to use in evaluating and prioritizing improvements. These criteria drew heavily from the Goals and Objectives established at the outset of the study by the Advisory Group.
- During Phase II a series of multimodal transportation systems improvements for the City of Dalton and Whitfield County were developed.
 - Proposed roadway improvements included roadway widening, roadway extensions, intersection improvements, new location roadways, and railroad grade separations.
 - A proposed transit plan was developed by another consultant in a recent study and incorporated in this study. The plan consists of a series of four routes radiating out from a downtown transfer center to major outlying activity center destinations. The four proposed routes are:
 - Hamilton Medical Center area
 - Northwest Georgia Trade and Convention Center
 - Wal-Mart Supercenter on Chatsworth Highway
 - Glenwood Avenue/US 41-76 area
 - Proposed bicycle and pedestrian alternatives were developed by the Advisory Group and incorporated in this study. They included additional routes, new locations, extensions, and multi-use paths. Sidewalk and bicycle proposed improvements were identified to improve pedestrian safety and provide pedestrian access to major community generators.
- A long-range transportation implementation plan will be created identifying short and long range multimodal transportation projects. This plan will serve as a foundation for Georgia DOT, Whitfield County, the City of Dalton, and the new Metropolitan Planning Organization (MPO) on prioritizing future transportation projects.

PROJECT RECOMMENDATIONS SHEETS

Project recommendation sheets for all recommended roadway projects are provided in this section. Each sheet provides the following information:

- Project Description
- Need Explanation
- Traffic Volumes (2001 & 2025)
- Truck Percent (2001 & 2025)
- Number of Lanes (existing & recommended)
- Length of project in miles
- Estimated cost – Preliminary Engineering, Right of Way, Utility Relocation, and Construction
- Project Map depicting the number of recommended lanes
- New location roadway alignments are provided on aerial and topo maps.

Project recommendation sheets are provided to streamline the planning process enabling project sponsors to forward these sheets for consideration into the STIP.

Cost Estimates

Project recommendation sheets provide the cost estimates for each recommended project. Estimated costs for each recommended project include: preliminary engineering, right of way, utility relocation, and construction. The costs provided are planning level costs, and they may be higher or lower than the actual costs. The Georgia DOT Right of Way Office and local officials were consulted to ensure the estimates were reasonable. However, project costs could change significantly based upon:

- level of effort for utility relocation
- extent of wetland mitigation
- right-of-way negotiations with property owners
- construction schedules

All costs are in 2003 dollars. The planning level construction cost estimate is conceptual and is not based on a detailed field survey or design plans.

Funding Sources

Collaboration between Whitfield County, the City of Dalton, Georgia DOT, and the new MPO is needed to identify the funding for the projects recommended in this study. Moving these projects forward, in a timely manner, will require funding assistance from both Whitfield County and the City Dalton. The likely funding sources at the City and County level will be general operating funds or budgets allocated to the Public Works or Engineering Department. Whitfield

County could introduce the SPLOST program again and ear mark funding from this local tax into a road program to assist in funding some of these projects.

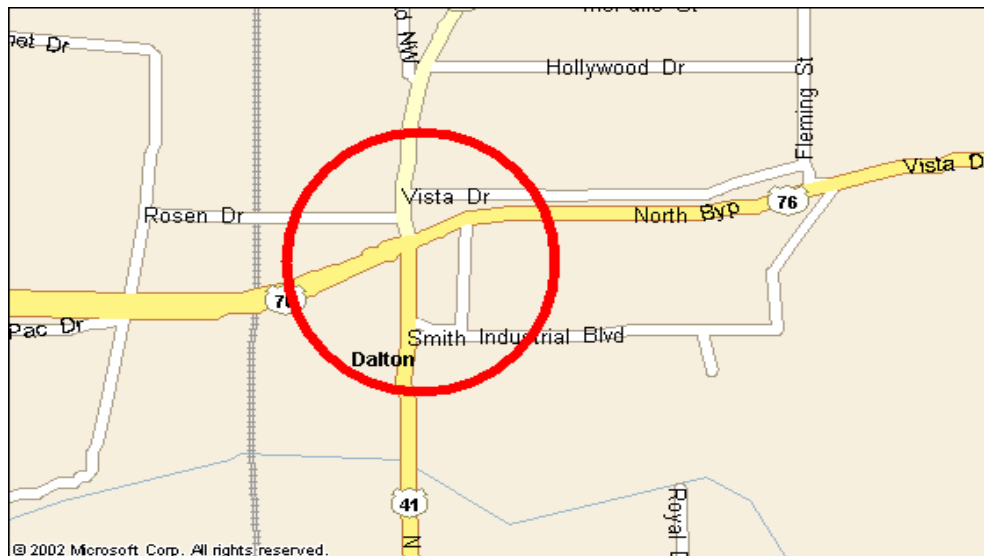
Other funding options could include:

- development impact fees
- accommodation taxes
- earmarked increases in property taxes
- increase in business license fees

Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Intersection Improvements for the North Dalton Bypass at SR 71/Cleveland Highway			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 34,000	2025: 64,000	RDC/MPO:	NGRDC	
Truck %:	2001: 10	2025: 10	Length	.5	
No. of Lanes	Existing: 4	Recommended: 4	Route #:	SR 71 and SR 3	
NEED EXPLANATION: This intersection has the most delay and driver frustration of any in the county. About 70% of the vehicles traveling eastbound on the North Dalton Bypass presently are turning north onto Cleveland Highway/SR 71. There is one exclusive left turn lane and one shared left/straight lane for the westbound to northbound movement. The signal is split-phased with the eastbound and westbound approaches operating independently, because of the shared left/straight lane. The short term solution is to provide two exclusive left turn lanes for the eastbound to northbound movement, eliminating the split phasing, and to add other left and right turn lanes as needed.					
Although an interchange is ultimately needed at this intersection, existing congestion during peak periods justifies an intersection improvement to provide immediate relief. The intersection improvement would improve traffic operations and safety and reduce driver frustration.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal	\$80,000			\$80,000
Right-of-Way	Local	\$600,000			\$600,000
Utilities	Local	\$80,000			\$80,000
Construction	State/Federal	\$800,000			\$800,000
Project Cost		\$1,560,000			\$1,560,000

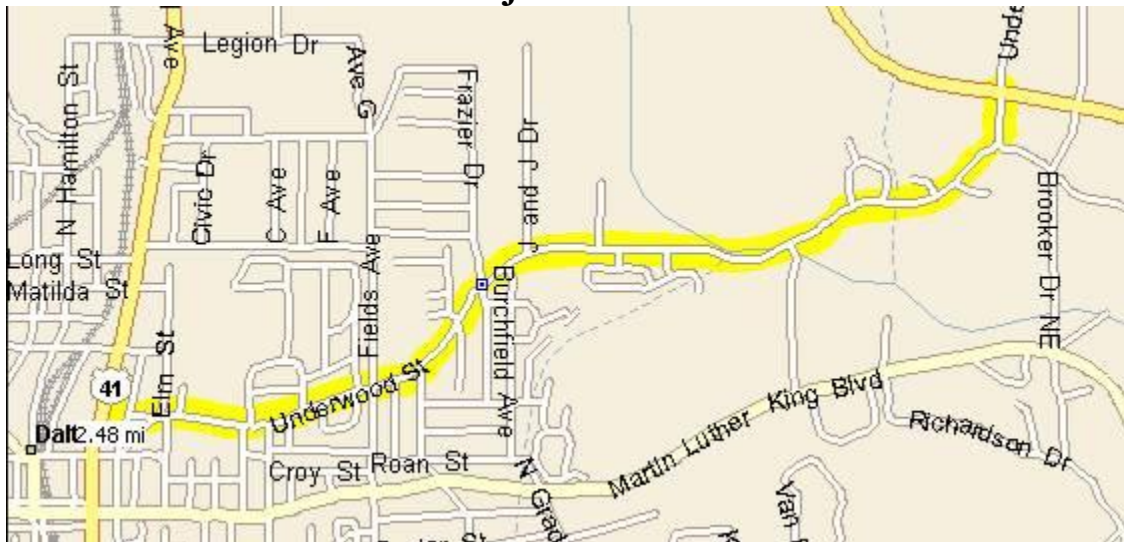
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen Underwood Road to 4 lanes from Glenwood Avenue, via Spencer Street to the North Dalton Bypass.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 6,700	2025: 17,000	RDC/MPO:	NGRDC	
Truck %:	2001: 2	2025: 2	Length/mileposts:	2.48	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	0113	
NEED EXPLANATION: This section of Underwood Road runs east-west from downtown Dalton to the North Bypass. This corridor is currently being used as an access roadway into and out of the central business district of Dalton. The current level-of-service (2001) on this section of Underwood Road is LOS D and in 2025 the LOS will range between D and E, with no improvements and LOS C with improvements. The future land use along this corridor is primarily medium and high residential developments. The majority of the current population residing on Underwood Road is Latino. Widening Underwood Road from the North Dalton Bypass to Glenwood Avenue, via Spencer Street, and providing sidewalks and bicycle facilities along this corridor is critical. Additional capacity to this corridor will alleviate the current traffic congestion issues and in the future will provide an excellent east –west connector to and from the western portions of Dalton.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal	\$493,000			\$493,000
Right-of-Way	Local	\$7,389,000			\$7,389,000
Utilities	Local	\$246,000			\$246,000
Construction	State/Federal	\$5,607,000			\$5,607,000
Project Cost		\$13,735,000			\$13,735,000

Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Extend Legion Drive from Fields Avenue to the North Dalton Bypass.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 0	2025: 16,500	RDC/MPO:	NGRDC	
Truck %:	2001: 0	2025: 2	Length/mileposts:	1.25	
No. of Lanes	Existing: 0	Recommended: 2	Route #:	089500	
NEED EXPLANATION: Legion Drive intersection with Glenwood Avenue and runs parallel south of the North Dalton Bypass. Several schools are located along Legion Drive and extending Legion Drive between Fields Avenue and the North Dalton Bypass would improve east-west connectivity between Glenwood Avenue and the Bypass and would provide increased access to the schools along this roadway. Because there are schools located along Legion Drive, this extension roadway should provide traffic calming in the design. This improvement in concert with the recommended realignment of Fleming Street to SR 71/Cleveland Highway would provide connectivity from SR 71/Cleveland Highway to this new location roadway, via Fields Avenue, thus avoiding the North Bypass intersection at SR 71/Cleveland Highway.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal	\$562,000			\$562,000
Right-of-Way	Local	\$1,584,000			\$1,584,000
Utilities	Local	\$264,000			\$264,000
Construction	State/Federal	\$5,617,000			\$5,617,000
Project Cost		\$8,027,000			\$8,027,000

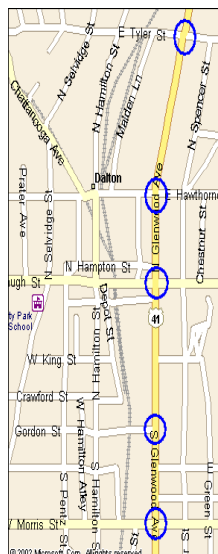
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Provide left turn lanes on Glenwood Avenue at key intersections.				County:	Whitfield
				Project #:	
				P.I. No.:	
				GDOT District:	6
				Cong. District:	10
Traffic Vol.:	2001: 20,000	2025: 36,000	RDC/MPO:	NGRDC	
Truck %:	2001: 5	2025: 5	Length/mileposts:	.7	
No. of Lanes	Existing: 4	Recommended: 4	Route #:	000300	
NEED EXPLANATION: Glenwood Avenue is a major north-south commercial corridor through Dalton. While the roadway provides four travel lanes there are no exclusive left turn lanes at key intersection between SR 52/Walnut Avenue and the North Dalton Bypass. Provide left turn lanes on Glenwood Avenue at Morris Street, Gordon Street, Waugh Street/MLK Blvd., Hawthorne Street, and Tyler Street would improve the traffic operations along this well traveled corridor. The roadway is lined with commercial and industrial establishments and while widening this roadway could be justified, the impacts would be tremendous. Constructing exclusive left turn lanes would improve the mobility and safety along this corridor. Crash data along this corridor reveals numerous rear end and angle intersect type of crashes, which could be attributed to the lack of exclusive left turn lanes. While a majority of the traffic signals provide a left turn green arrow for this movement, many times the first vehicle at the signal remain on Glenwood Ave thus rendering the green arrow useless for vehicles to make this left turn maneuver until the green ball is illuminated. Gordon Street and Waugh Street provide a grade separation over the railroad in downtown Dalton and providing exclusive left turn lanes at both intersections are needed immediately.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal	\$125,000			\$125,000
Right-of-Way	Local	\$1,250,000			\$1,250,000
Utilities	Local	\$125,000			\$125,000
Construction	State/Federal	\$1,250,000			\$1,250,000
Project Cost		\$2,750,000			\$2,750,000

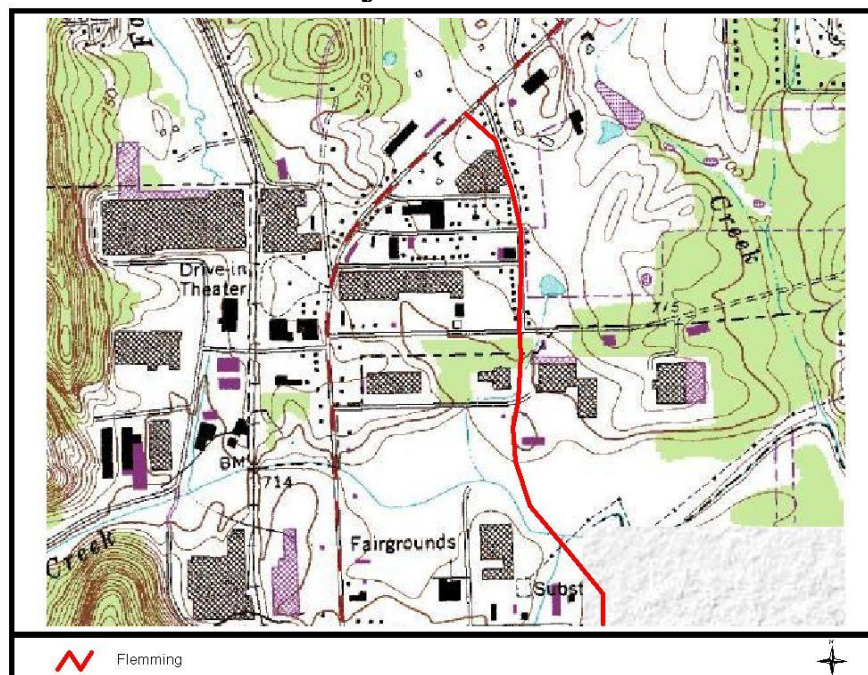
Project Location

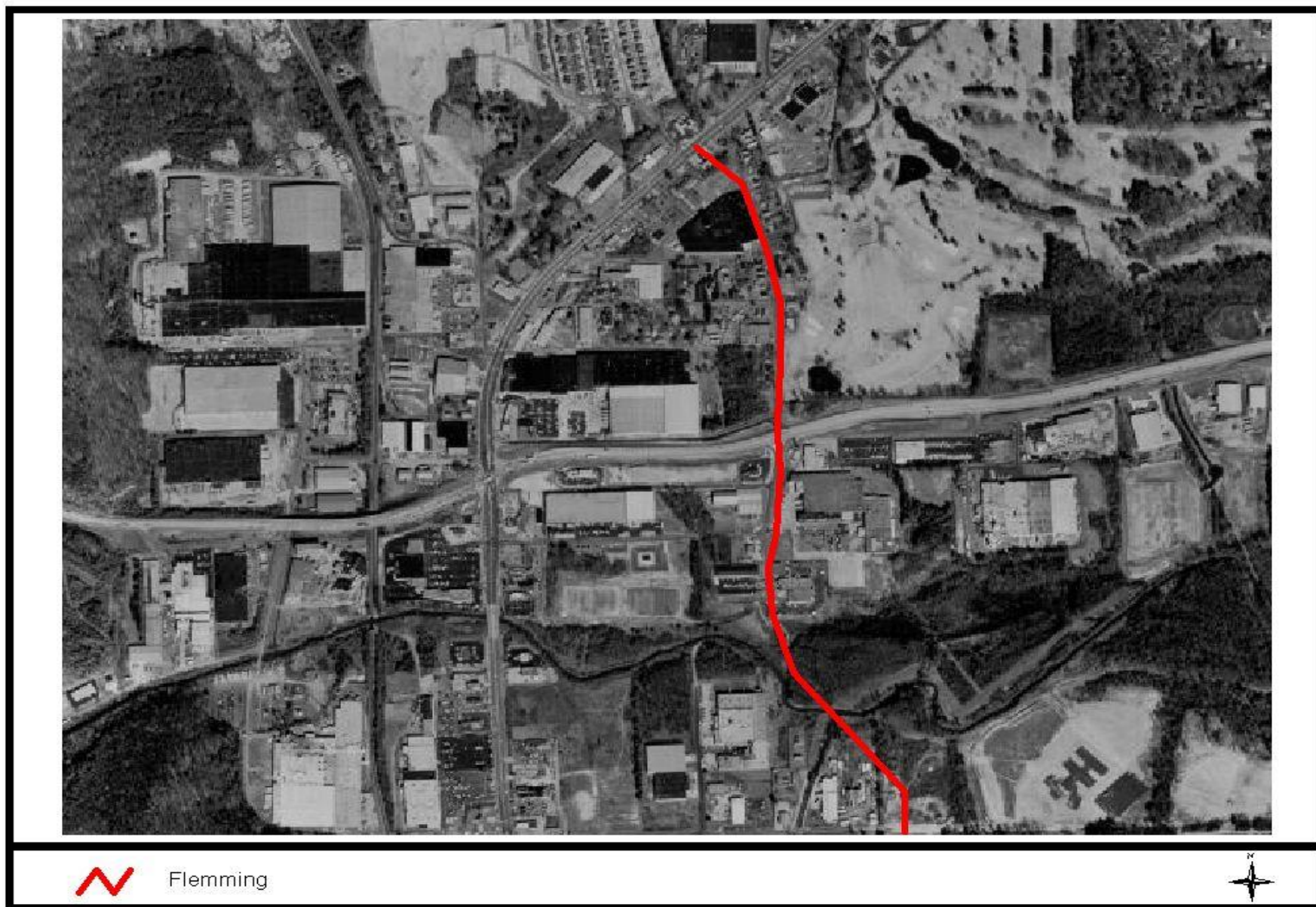


Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Realign Flemings Street to SR 71, provides better connectivity to the new roadway work being completed on Fields Avenue. Connect Flemings Street to Waring Road.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 2,000	2025: 6,500	RDC/MPO:	NGRDC	
Truck %:	2001: 2	2025: 2	Length/mileposts:	0.35	
No. of Lanes	Existing: 2	Recommended: 3	Route #:	0730	
NEED EXPLANATION: Flemings Street runs north-south and parallels SR 71/Cleveland Highway to the west. Flemings Street currently serves as a “cut” through road between the North Dalton Bypass and SR 71/Cleveland Highway, thus avoiding the North Dalton Bypass and SR 71 intersection. Realigning Fleming Street to SR 71 would provide better connectivity to the new roadway work being completed on Fields Avenue and to the recommended extension of Legions Drive.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal	\$148,000			\$148,000
Right-of-Way	Local	\$1,774,000			\$1,774,000
Utilities	Local	\$74,000			\$74,000
Construction	State/Federal	\$1,478,000			\$1,478,000
Project Cost		\$3,474,000			\$3,474,000

Project Location

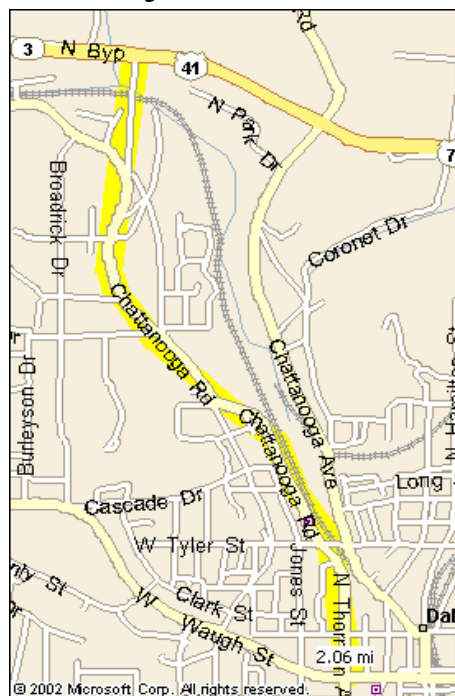




Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen Thornton Avenue to 4 lanes from the North Dalton Bypass to East Waugh Street.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 10,600 – 14,100	2025: 29,600 – 42,100	RDC/MPO:	NGRDC	
Truck %:	2001: 2	2025: 2	Length/mileposts:	2.06	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	090300	
NEED EXPLANATION: Thornton Avenue traverses through the middle of the central business district of Dalton. Thornton Avenue north of East Waugh Street is a two-lane roadway and this is a major corridor leading to the Hamilton Medical Center and other outlying health related office complexes. The current level-of-service (2001) on Thornton Avenue is LOS E and in 2025 the LOS will be F, with no improvements and LOS D and E with improvements. The existing and future land use along this corridor is public, commercial, and medium residential developments. Widening Thornton Avenue to 4 lanes from the North Dalton Bypass to East Waugh Street would improve north-south connectivity and possibly could reduce some of the heavy traffic volumes experienced on Glenwood Avenue.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal	\$539,000			\$539,000
Right-of-Way	Local	\$8,088,000			\$8,088,000
Utilities	Local	\$269,000			\$269,000
Construction	State/Federal	\$5,392,000			\$5,392,000
Project Cost		\$14,288,000			\$14,288,000

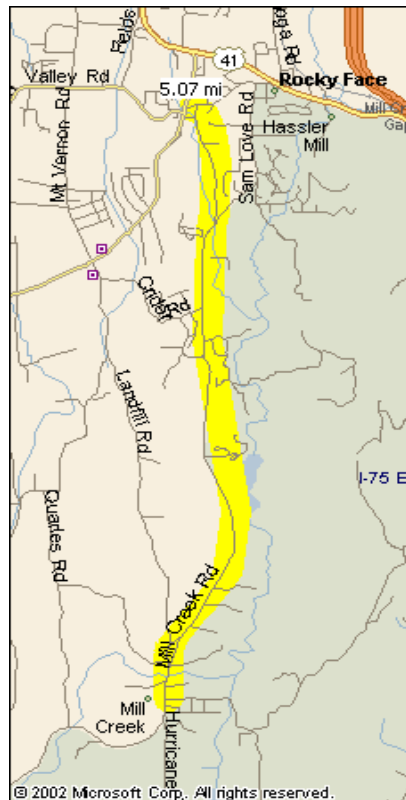
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Upgrade Mill Creek Road from Hurricane Road to SR 3.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 1,500	2025: 5,200	RDC/MPO:	NGRDC	
Truck %:	2001: 2	2025: 2	Length/mileposts:	5.07	
No. of Lanes	Existing: 2	Recommended: 3	Route #:	0349	
NEED EXPLANATION: Over the last several years low density residential developments have been constructed along this corridor. The future land use plan significantly increases the current agriculture land to low density residential and the projected traffic volumes on this roadway will increase proportionally with this type of development. Improving the roadway geometrics and adding a flush median would improve mobility along this planned residential corridor.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal	\$728,000			\$728,000
Right-of-Way	Local	\$10,919,000			\$10,919,000
Utilities	Local	\$364,000			\$364,000
Construction	State/Federal	\$7,279,000			\$7,279,000
Project Cost		\$19,290,000			\$19,290,000

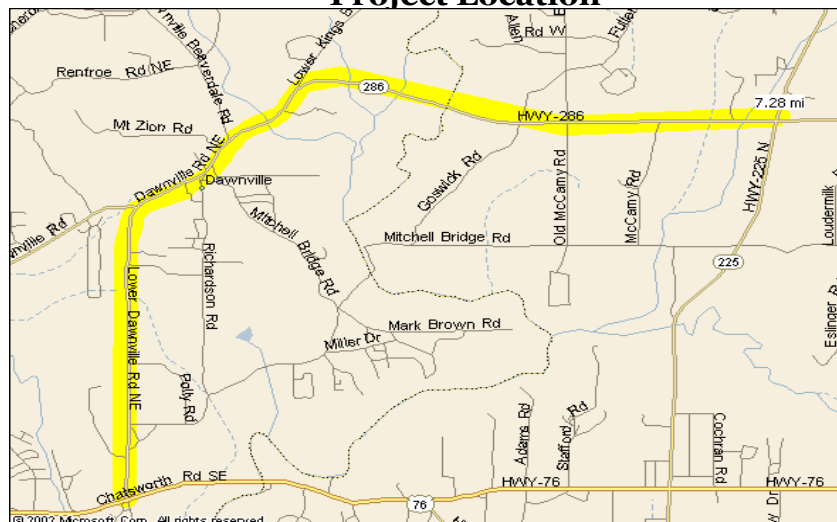
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen SR 286 to 4 lanes from SR 52 to SR 225 in Murray County.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 7,100 – 10,400	2025: 13,000 – 22,300	RDC/MPO:	NGRDC	
Truck %:	2001: 15	2025: 15	Length/mileposts:	7.28	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	SR 286	
NEED EXPLANATION: SR 286 is another one of the major corridors between Whitfield and Murray Counties. Murray County residents travel to and from their employment centers on this roadway. Some commuters choose to access Dawnville Road and Underwood Road, which leads into the central business district of Dalton. While others remain on SR 286 and access SR 52/Chatsworth Highway, which traverses through downtown Dalton and I-75. The current level-of-service (2001) on SR 286 is LOS between SR 52 and Dawnville Road is D, between Dawnville Road and Dawnville Beaverdale Road is LOS E and between Dawnville Beaverdale Road and SR 225 is LOS C. In 2025 the LOS will be LOS between SR 52 and Dawnville Road will be E, between Dawnville Road and Dawnville Beaverdale Road is LOS F and between Dawnville Beaverdale Road and SR 225 is LOS E, with no improvements. The level of service with improvements will range from LOS A to C along SR 286 in Whitfield and Murray Counties. The current and future land use along this corridor is predominantly undeveloped. As SR 286 nears the intersection with Dawnville Road and SR 52/Chatsworth Highway, commercial development exists and commercial developments will increase in these two areas based upon the future land use plan. Widen SR 286 to 4 lanes from SR 52 to SR 225 in Murray County.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal	\$1,590,000			\$1,590,000
Right-of-Way	Local	\$8,072,000			\$8,072,000
Utilities	Local	\$673,000			\$673,000
Construction	State/Federal	\$15,901,000			\$15,901,000
Project Cost		\$26,236,000			\$26,236,000

Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

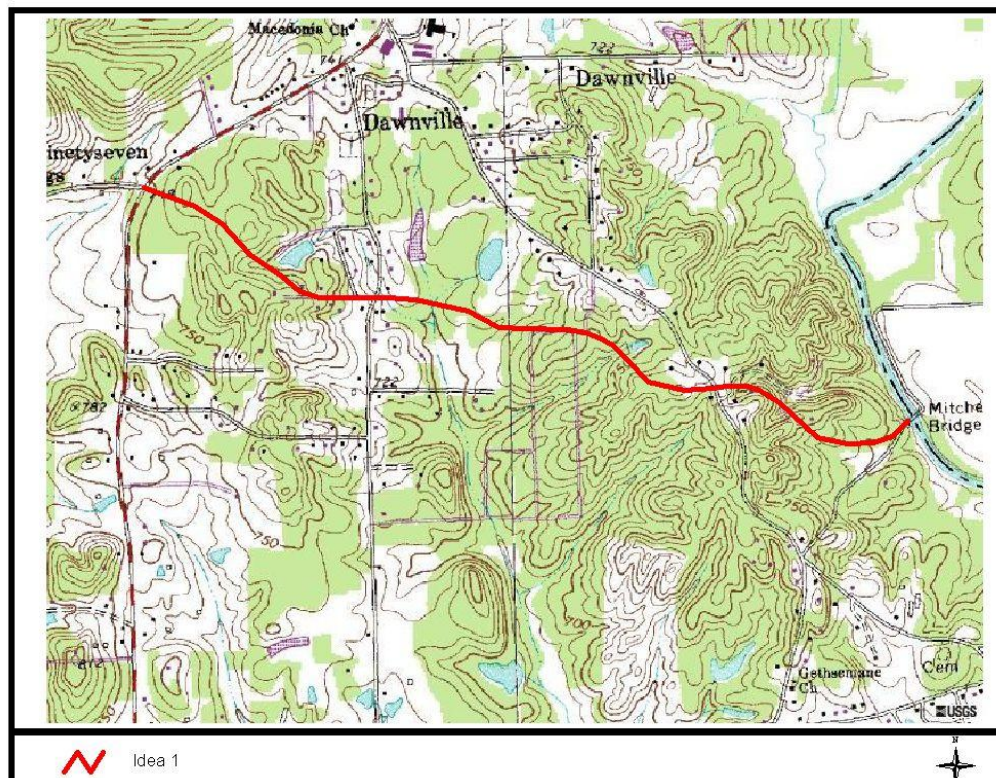
PROJECT DESCRIPTION: Widen Underwood Road to 4 lanes from the North Dalton Bypass to Dawnville Road.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 6,000	2025: 17,000	RDC/MPO:	NGRDC	
Truck %:	2001: 2	2025: 2	Length/mileposts:	2.05	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	0113	
NEED EXPLANATION: This section of Underwood Road runs north – south from the North Dalton Bypass to Underwood Road. Currently, this roadway is being used as a “cut” through by Murray County residents to gain access to downtown Dalton. The future land use along this corridor near the bypass is medium density residential and closer to Dawnville Road the land use changes to low density residential. The current level-of-service (2001) on this section of Underwood Road is LOS A and in 2025 the LOS will be E, with no improvements and LOS B with improvements. Based upon the future traffic projections the Underwood Road Corridor will experience high traffic volumes as development occurs in the northeast regions of the county. Widen Underwood Road to 4 lanes from the North Dalton Bypass to Dawnville Road.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$388,000		\$388,000
Right-of-Way	Local		\$2,330,000		\$2,330,000
Utilities	Local		\$194,000		\$194,000
Construction	State/Federal		\$4,292,000		\$4,292,000
Project Cost			\$7,204,000		\$7,204,000

Project Location

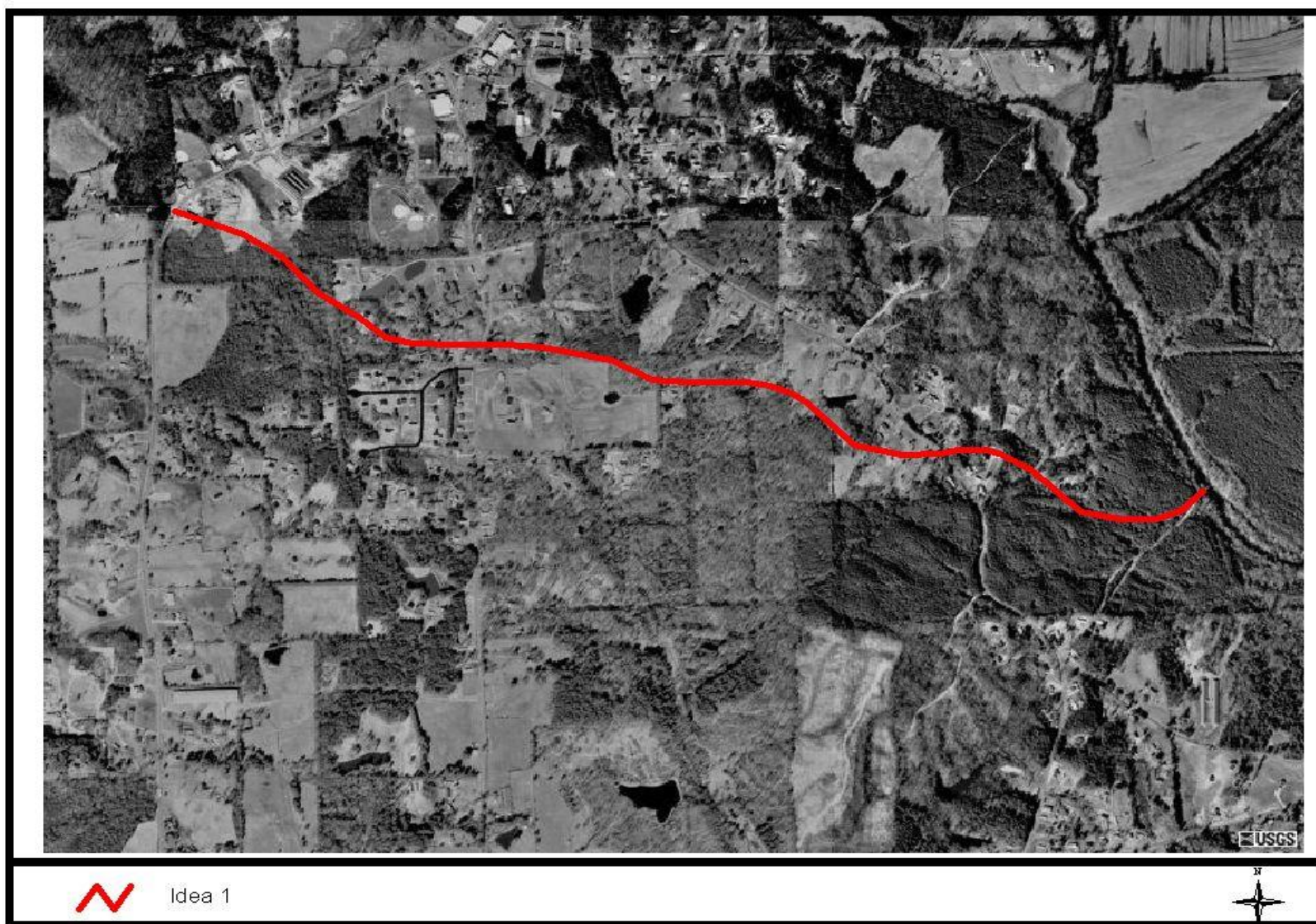


Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Extend 2-lane roadway from Mitchell Bridge (new location) to Dawnville Road			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001:	2025: 10,000	RDC/MPO:	NGRDC	
Truck %:	2001:	2025: 4	Length/mileposts:	2.9	
No. of Lanes	Existing: 0	Recommended: 4	Route #:	New	
NEED EXPLANATION: Thirty-eight percent of Murray County residents commute to Whitfield County for work. The bridge over the Conasuga River from Murray County to Whitfield County has been recently reconstructed. However, Mitchell Bridge Road does not provide good connectivity into Whitfield County. To utilize this public investment, a new location roadway extended from the Mitchell Bridge Road to Dawnville Road would provide an additional access point to the major employment centers in Whitfield County.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$1,225,000		\$1,225,000
Right-of-Way	Local		\$7,348,000		\$7,348,000
Utilities	Local		\$612,000		\$612,000
Construction	State/Federal		\$12,247,000		\$12,247,000
Project Cost			\$21,432,000		\$21,432,000



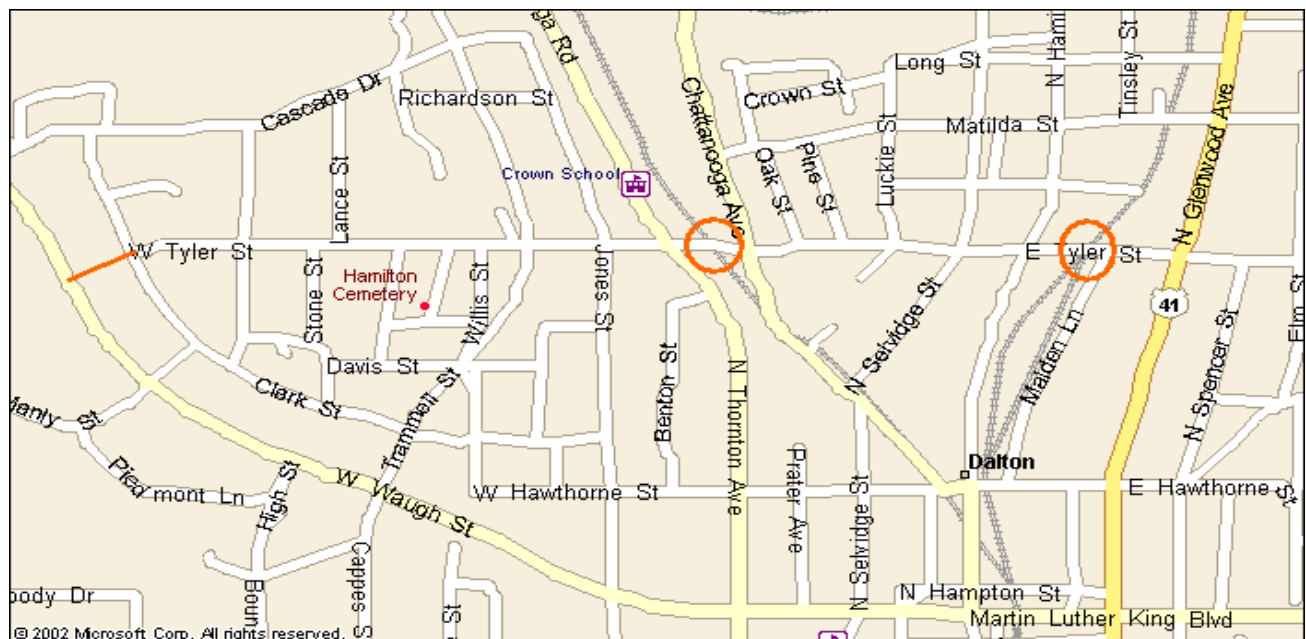
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Extend Tyler Street on new location to Waugh Street. 2 lanes.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 820	2025:9,500 – 10,500	RDC/MPO:	NGRDC	
Truck %:	2001: 2	2025: 2	Length/mileposts:	0.20	
No. of Lanes	Existing: 0	Recommended: 2	Route #:	0723	
NEED EXPLANATION: Tyler Street runs parallel to Waugh Street to the north. The purpose of this extension is to provide a east-west connector between Glenwood Avenue and the Waugh Street in Dalton. Waugh Street provides north most railroad grade separation and during the public involvement process an additional railroad grade separation north of Waugh Street was expressed. The only location that is currently suited to provide such a crossing would be Tyler Street and this Plan recommends that Tyler Street provide two grade separations over both the CSX and NS railroad. Justifying the railroad grade separation requires that Tyler Street be extended to Waugh Street to provide improved east-west connectivity.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	Local		\$654,000		\$654,000
Right-of-Way	Local		\$3,951,000		\$3,951,000
Utilities	Local		\$245,000		\$245,000
Construction	Local		\$5,297,000		\$5,297,000
Project Cost			\$10,147,000		\$10,147,000

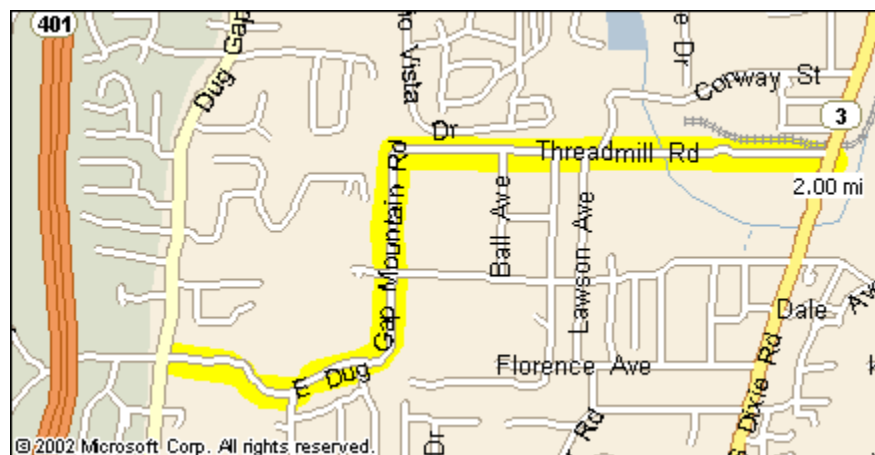
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Upgrade and address geometric issues along East Dug Gap Road and Threadmill Road.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 1,200	2025: 5,700	RDC/MPO:	NGRDC	
Truck %:	2001: 2	2025: 2	Length/mileposts:	2.0	
No. of Lanes	Existing: 2	Recommended: 3	Route #:	037300	
NEED EXPLANATION: Dug Gap Road parallels I-75 to the east and the land use along this roadway is planned to be predominantly low density residential. The current alignment of this roadway has numerous horizontal alignment issues and improving the alignment of this roadway will significantly improve the operations of the planned residential corridor. Threadmill Road links East Dug Gap Road to South Dixie Highway, and between these roadways Threadmill Road accesses schools, and numerous recreational facilities. Improving the sight distance and horizontal alignments along this roadway will improve mobility and safety.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	Local		\$316,000		\$316,000
Right-of-Way	Local		\$1,895,000		\$1,895,000
Utilities	Local		\$158,000		\$158,000
Construction	Local		\$3,158,000		\$3,158,000
Project Cost			\$5,527,000		\$5,527,000

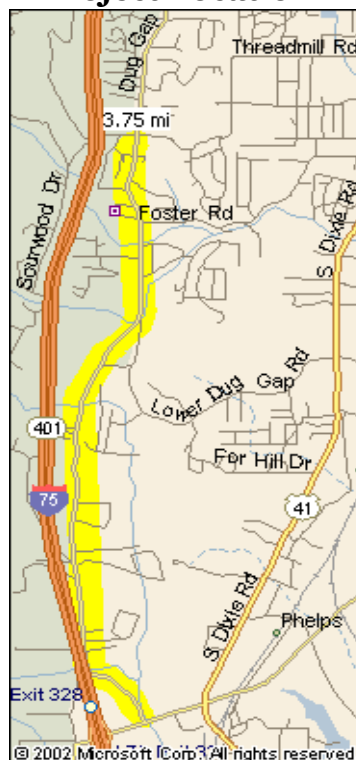
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Upgrade and address geometric issues along Dug Gap Road from the South Dalton Bypass to Threadmill Road.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001:4,600	2025: 9,000	RDC/MPO:	NGRDC	
Truck %:	2001:4	2025: 4	Length/mileposts:	3.75	
No. of Lanes	Existing: 2	Recommended: 3	Route #:	000100	
NEED EXPLANATION: Dug Gap Road parallels I-75 to the east and the land use along this roadway is planned to be predominantly low density residential. The current alignment of this roadway has numerous horizontal alignment issues and improving the alignment of this roadway will significantly improve the operations of the planned residential corridor. This project should be coordinated with the upgrade of Threadmill Road, which links East Dug Gap Road to South Dixie Highway. The improvements will improve access to area schools, and numerous recreational facilities. Improving the sight distance and horizontal alignments along this roadway will improve mobility and safety.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	Local		\$546,000		\$546,000
Right-of-Way	Local		\$8,184,000		\$8,184,000
Utilities	Local		\$273,000		\$273,000
Construction	Local		\$5,456,000		\$5,456,000
Project Cost			\$14,459,000		\$14,459,000

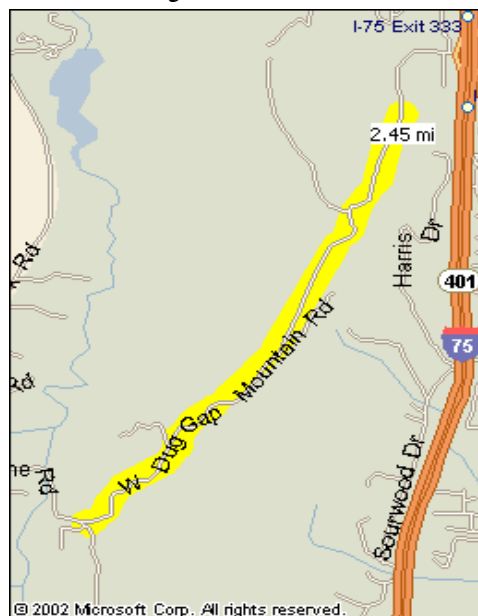
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Upgrade Dug Gap Battle Road and Dug Gap Mountain Road to improve geometrics and provide better connectivity			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 4,700	2025: 5,700	RDC/MPO:	NGRDC	
Truck %:	2001: 2	2025: 2	Length/mileposts:	2.45	
No. of Lanes	Existing: 2	Recommended: 3	Route #:	084800	
NEED EXPLANATION: Dug Gap Battle/Mountain Road provides direct access to the Northwest Georgia Trade and Convention Center. SR 52 terminates at I-75 and the roadway continues up the mountain as Dug Gap Battle Road. Between I-75 and the Convention Center, this roadway is a five lane roadway and provides excellent connectivity to the Convention Center. However, as the roadway passes the Convention Center it transitions to a rural two lane roadway through the mountain. Dug Gap Mountain Road currently provides narrow travel lanes and there are numerous horizontal alignment issues along the entire corridor. Improving the roadway geometrics will provide an improved east-west corridor to Dalton from the growing western part of the county.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal			\$258,000	\$258,000
Right-of-Way	Local			\$1,550,000	\$1,550,000
Utilities	Local			\$129,000	\$129,000
Construction	State/Federal			\$2,584,000	\$2,584,000
Project Cost				\$4,521,000	\$4,521,000

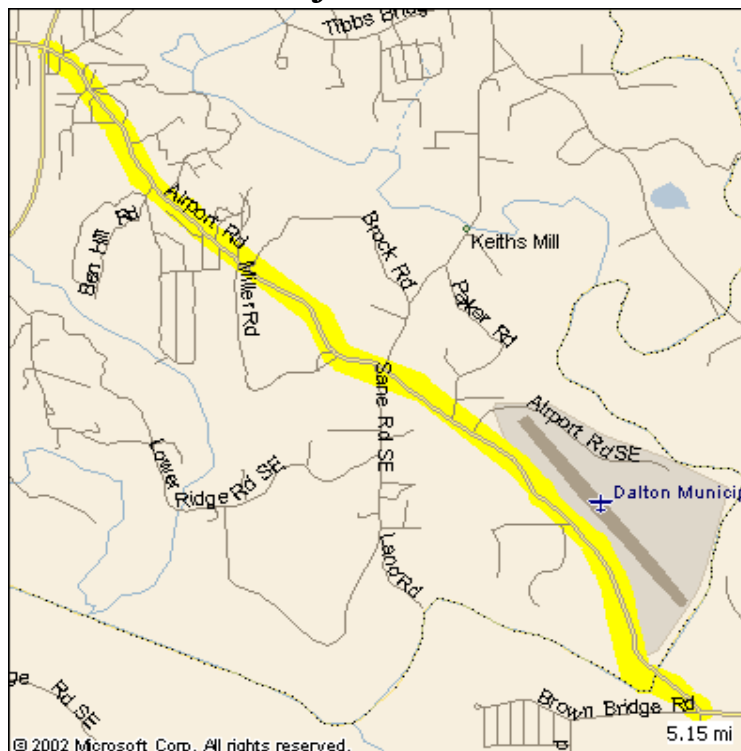
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen Airport Road from the South Dalton Bypass to Brown Bridge Road in Murray County.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 4,100 – 6,100	2025: 12,000 – 17,000	RDC/MPO:	NGRDC	
Truck %:	2001: 10	2025: 10	Length:	5.15	
No. of Lanes	Existing:2	Recommended: 4	Route #:	066400	
NEED EXPLANATION: The City of Dalton Municipal Airport is a strategic asset in the county and access to this facility is vitally important. Currently there are numerous residential developments areas along Airport Road between the Dalton Bypass and Sane Road. The land use plan on Airport Road will transition from agriculture to low density residential development in the future. The County also is promoting this as a viable business development corridor. The current level-of-service (2001) on Airport Road is LOS C and D and in 2025 the LOS will be D and E with out improvements, and LOS A and B with improvements. Widening Airport Road from the Bypass to Brown Bridge Road in Murray County will improve traffic operations and safety along this potential business development corridor.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$1,306,000		\$1,306,000
Right-of-Way	Local		\$11,224,000		\$11,224,000
Utilities	Local		\$561,000		\$561,000
Construction	State/Federal		\$13,060,000		\$13,060,000
Project Cost			\$26,151,000		\$26,151,000

Project Location



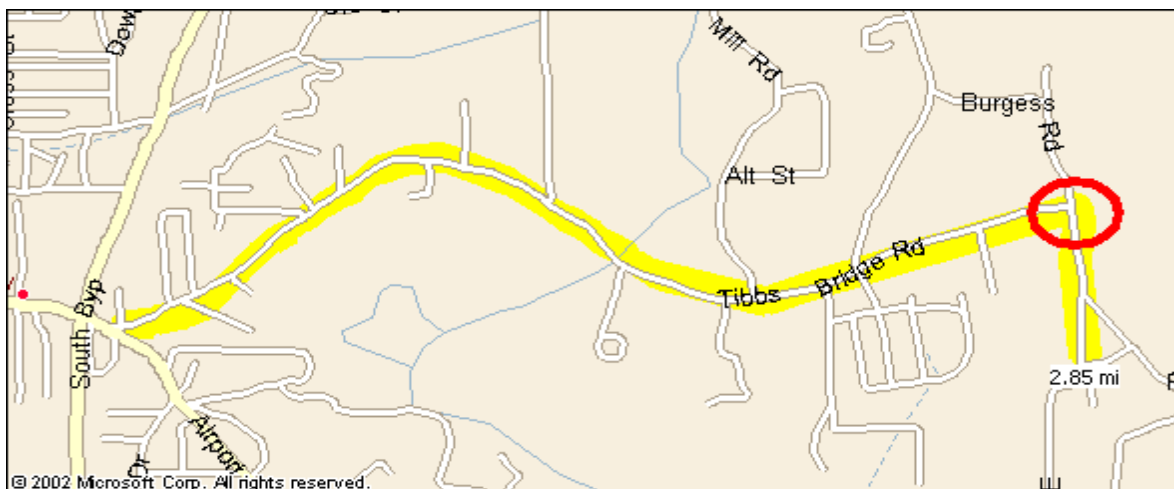
Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Realign Tibbs Bridge Road from Airport Road to Keith Mill Road and reconstruct the Tibbs Bridge Road and Burgess Road intersection.			County:	Whitfield
			Project #:	
			P.I. No.:	
			GDOT District:	6
			Cong. District:	10
Traffic Vol.:	2001: 1,000	2025: 6,800	RDC/MPO:	NGRDC
Truck %:	2001: 4	2025: 4	Length/mileposts:	2.85
No. of Lanes	Existing: 2	Recommended: 3	Route #:	006900

NEED EXPLANATION: Realign Tibbs Bridge Road from Airport Road and Keith Mill Road. The current alignment of this roadway provides sight distance problems based upon the horizontal and vertical alignment. The crash history on this section of roadway reveals that there have been numerous “rear end” and “angle intersect” types of crashes. Traffic on Tibbs Bridge Road will steadily increase, based upon the future land use plan and Murray County residents using this roadway as a “cut” through roadway to the South Dalton Bypass. Realigning this roadway to improve the sight distance problems will improve traffic operations and safety along this residential roadway. The intersection of Tibbs Bridge Road and Burgess Road needs to be reconstructed to improve safety at this intersection. Accident history data shows that this intersection has experienced numerous “rear end” and angle intersect” type of crashes, which have produced several injuries.

Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$60,000	\$328,000	\$388,000
Right-of-Way	Local		\$500,000	\$1,826,000	\$2,326,000
Utilities	Local		\$40,000	\$154,000	\$194,000
Construction	State/Federal		\$600,000	\$3,276,000	\$3,876,000
Project Cost			\$1,200,000	\$5,584,000	\$6,784,000

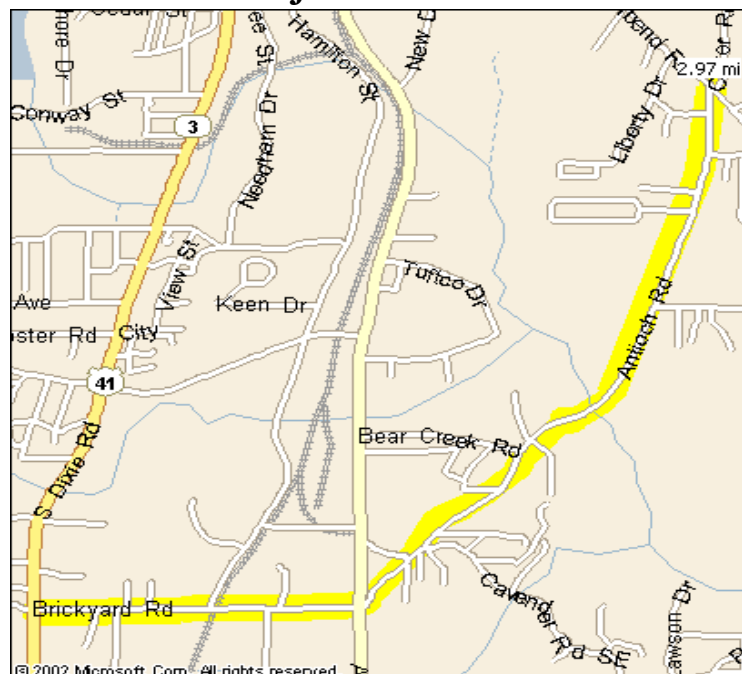
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen Brickyard Road Antioch Road from South Dixie Highway to Riverbend Road. Provide grade separation over railroad crossing on Brickyard Road.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 6,400 – 11,200	2025: 12,100 – 15,900	RDC/MPO:	NGRDC	
Truck %:	2001: 2	2025: 2	Length/mileposts:	2.97	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	004800	
NEED EXPLANATION: Brickyard Road runs east-west between South Dixie Highway and Lakeland Road. The future land use in this area is a split between low density residential and commercial development. In order to maximize the Brickyard Road improvement, widening Antioch Road from Lakeland Road to Riverbend Road would provide improved east-west connectivity between the bypass and SR 52. The current level-of-service (2001) on Antioch Road ranges between LOS D and E in 2025 the LOS will be F with no improvements and LOS A and B with improvements. The CSX and NS railroad run common where it crosses at-grade with Brickyard Road. Currently, thirty-eight (38) trains per day cross Brickyard Road and it is recommended a grade separation be constructed over the railroad to improve safety and traffic operations.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$930,000		\$930,000
Right-of-Way	Local		\$5,839,000		\$5,839,000
Utilities	Local		\$382,000		\$382,000
Construction	State/Federal		\$10,951,000		\$10,951,000
Project Cost			\$18,102,000		\$18,102,000

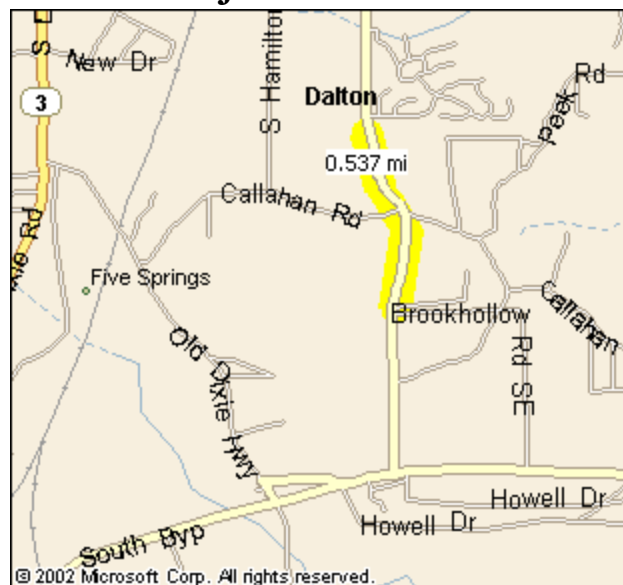
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Realign Lakeland Road from Brook Hollow to Leslie Drive.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 15,700	2025: 32,800	RDC/MPO:	NGRDC	
Truck %:	2001: 2	2025: 2	Length/mileposts:	0.5	
No. of Lanes	Existing: 4	Recommended: 4	Route #:	067300	
NEED EXPLANATION: Lakeland Road is a major north-south corridor from the South Dalton Bypass to SR 52. This is an industrial corridor and will remain so in the future. There is horizontal alignment issue along Lakeland Road near the South Dalton Bypass. When this roadway was widened to four lanes the roadway was aligned around a commercial development between Leslie Road and Brook Hollow Road. Realigning this section of Lakeland Road would improve traffic operations and safety along this major industrial corridor.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	Local		\$271,000		\$271,000
Right-of-Way	Local		\$2,707,000		\$2,707,000
Utilities	Local		\$271,000		\$271,000
Construction	Local		\$2,707,000		\$2,707,000
Project Cost			\$5,956,000		\$5,956,000

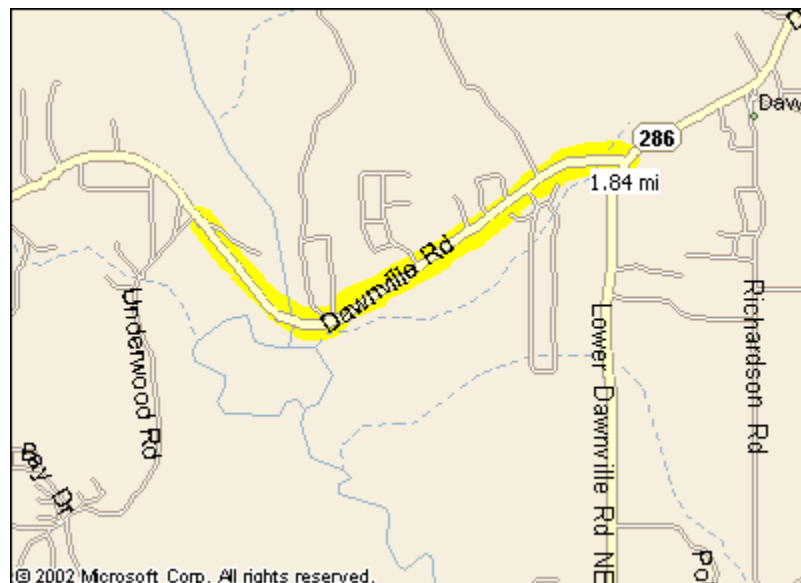
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen Dawnville Road to 4 lanes from Underwood Road to SR 286.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 6,000	2025: 10,400	RDC/MPO:	NGRDC	
Truck %:	2001: 10	2025: 10	Length/mileposts:	3.75	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	067000	
NEED EXPLANATION: Many commuters from Murray County are using Dawnville Road as an access point into Dalton. This corridor is predominantly rural in nature with scattered housing lining this route. The future land use along this corridor will be an increase in low density residential. With the influx of Murray County commuters and additional developments, this corridor will need to be improved to a four lanes. The current roadway is not suited to handle the increase in traffic due to the roadway geometrics. Widen Dawnville Road to 4 lanes from SR 71 to SR 286. The current level-of-service (2001) on Dawnville Road is LOS C and in 2025 the LOS will be E with no improvements, and LOS A with improvements. Widening Dawnville Road from SR 286 to Underwood Road would provide excellent connectivity, via Underwood Road, into Dalton.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$457,000		\$457,000
Right-of-Way	Local		\$2,377,000		\$2,377,000
Utilities	Local		\$198,000		\$198,000
Construction	State/Federal		\$4,574,000		\$4,574,000
Project Cost			\$7,606,000		\$7,606,000

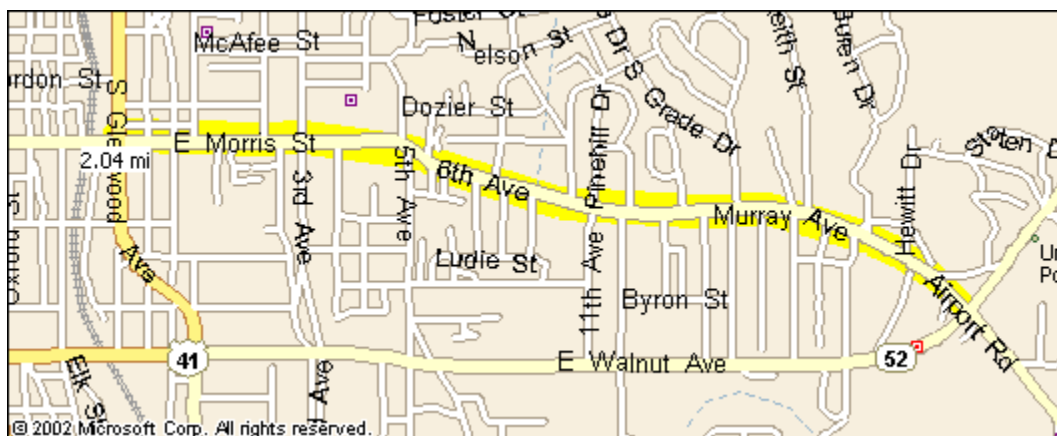
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen East Morris/Murray Avenue from SR 52 to Glenwood Avenue to 4 lanes.				County:	Whitfield
				Project #:	
				P.I. No.:	
				GDOT District:	6
				Cong. District:	10
Traffic Vol.:	2001: 10,200 13,500	–	2025: 37,000	RDC/MPO:	NGRDC
Truck %:	2001: 2		2025: 2	Length/mileposts:	2
No. of Lanes	Existing: 2		Recommended: 4	Route #:	064200
NEED EXPLANATION: East Morris Avenue runs parallel to SR 52/Walnut Avenue in the city of Dalton and if improved would be a viable alternative in accessing the central business district area of Dalton. The current level-of-service (2001) on East Morris Street is LOS E and in 2025 the LOS will be F with no improvements, and LOS C and D with improvements. The future land use along this corridor is commercial and widening East Morris Street to four lanes from SR 52/Walnut Avenue to Glenwood Avenue would improve traffic operations.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$279,000		\$279,000
Right-of-Way	Local		\$4,187,000		\$4,187,000
Utilities	Local		\$140,000		\$140,000
Construction	State/Federal		\$2,791,000		\$2,791,000
Project Cost			\$7,397,000		\$7,397,000

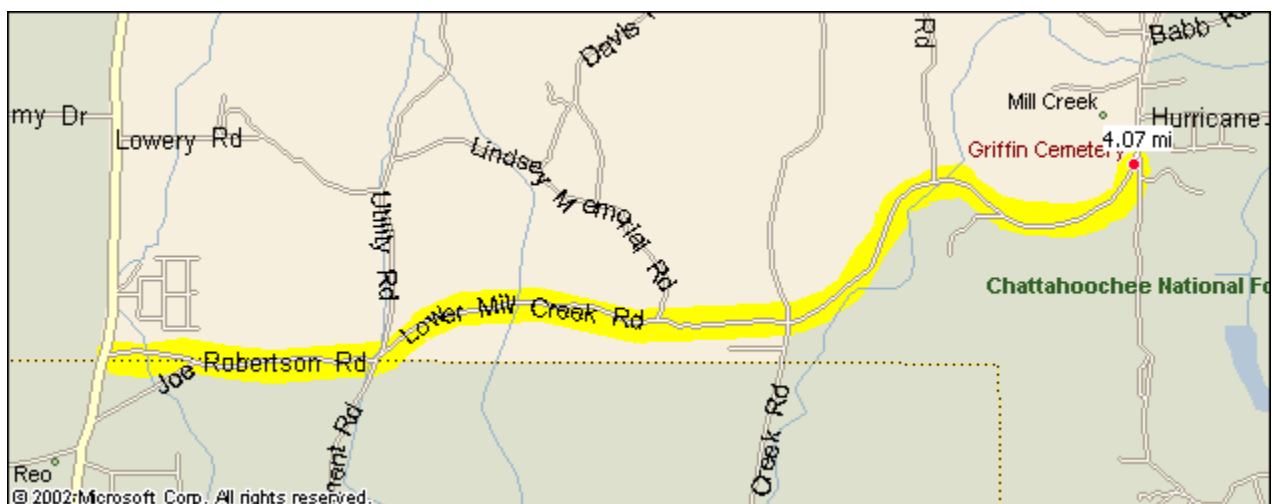
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Upgrade Mill Creek Road from SR 201 to Dug Gap Mountain Road.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 2,400	2025: 4,500	RDC/MPO:	NGRDC	
Truck %:	2001: 7	2025: 7	Length/mileposts:	4	
No. of Lanes	Existing: 2	Recommended: 3	Route #:	0348	
NEED EXPLANATION: Over the last several years low density residential developments have been constructed along this corridor. The future land use plan significantly increases the current agriculture land to low density residential and the projected traffic volumes on this roadway will increase proportionally with this type of development. Improving the roadway geometrics and adding a flush median would improve mobility along this planned residential corridor.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$603,000		\$603,000
Right-of-Way	Local		\$9,045,000		\$9,045,000
Utilities	Local		\$302,000		\$302,000
Construction	State/Federal		\$6,030,000		\$6,030,000
Project Cost			\$15,980,000		\$15,980,000

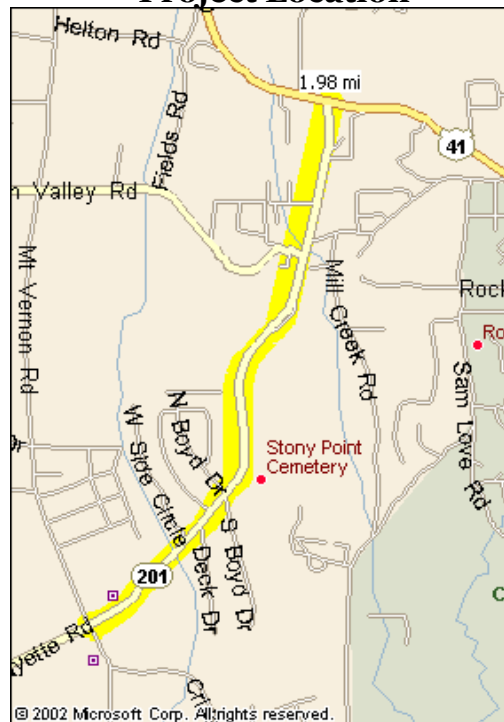
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen SR 201 from Mount Vernon Road to SR 3/US 41.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 7,500	2025: 9,400	RDC/MPO:	NGRDC	
Truck %:	2001: 10	2025: 10	Length/mileposts:	2	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	SR 201	
NEED EXPLANATION: SR 201 enters Whitfield County to the south from Walker County and between the county line and Mount Vernon Road the majority of the land is rural in nature with small pockets of rural residential housing. However, between Mount Vernon and SR 3/US 41, the low density development increases and in the future will increase dramatically based upon the future land use plan. Of the five contiguous counties, Walker County has the lowest percent (6%) of commuter traffic to Whitfield County. The current level-of-service (2001) on SR 201 is LOS D and in 2025 the LOS will be E, with no improvements and LOS A and B with improvements.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$559,000		\$559,000
Right-of-Way	Local		\$3,302,000		\$3,302,000
Utilities	Local		\$220,000		\$220,000
Construction	State/Federal		\$5,585,000		\$5,585,000
Project Cost			\$9,108,000		\$9,108,000

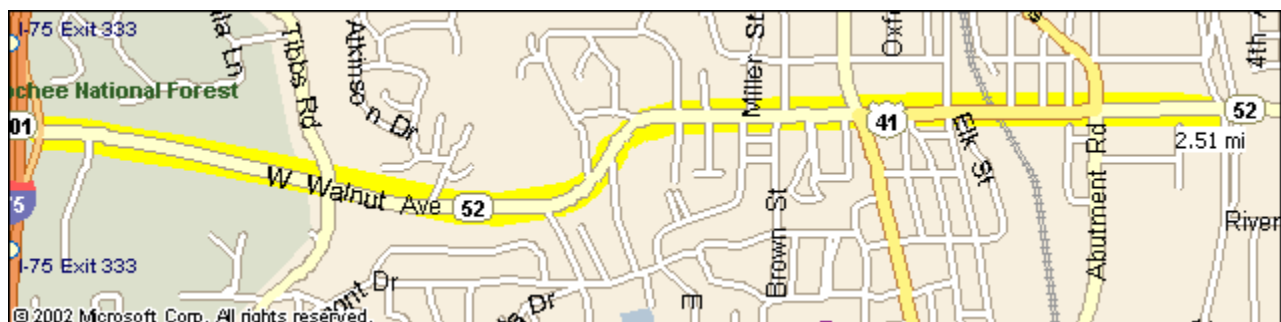
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen SR 52/Walnut Avenue to six lanes from I-75 to the existing 6 lane section.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 42,700	2025: 49,300 – 56,300	RDC/MPO:	NGRDC	
Truck %:	2001: 5	2025: 5	Length/mileposts:	2.5	
No. of Lanes	Existing: 4	Recommended: 6	Route #:	SR 52	
NEED EXPLANATION: SR 52/Walnut Avenue is the major access point from I-75 into the City of Dalton. This current four lane facility recently was upgraded to provide a raised median with exclusive left turn lanes and this improvement has improve safety along this major east-west corridor. The current and future land use on SR 52/Walnut Avenue between I-75 and Tibbs Road/Dug Gap Road is commercial. Numerous retail shopping center line both sides of roadway and’ there are several traffic signal s along this section of Walnut Avenue. Traffic is exacerbated in this area due to traffic coming off of I-75 to gain access to the numerous fast food establishments. Between I-75 and Dug Gap Road there are no opportunities for U-turns and the majority of the left turn bays do not provide adequate storage during peak travel times. Widening to six lanes will accommodate future traffic along this busy arterial that connects I-75 with Downtown Dalton. The current level-of-service (2001) on SR 52/Walnut Avenue is LOS D and in 2025 the LOS will be F, with no improvements and LOS C and D with improvements. Widening SR 52/Walnut Avenue to six lanes from I-75 to the existing 6 lane section will improve the traffic operations along this key corridor leading into and out of Dalton.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$680,000		\$680,000
Right-of-Way	Local		\$16,506,000		\$16,506,000
Utilities	Local		\$275,000		\$275,000
Construction	State/Federal		\$6,803,000		\$6,803,000
Project Cost			\$24,264,000		\$24,264,000

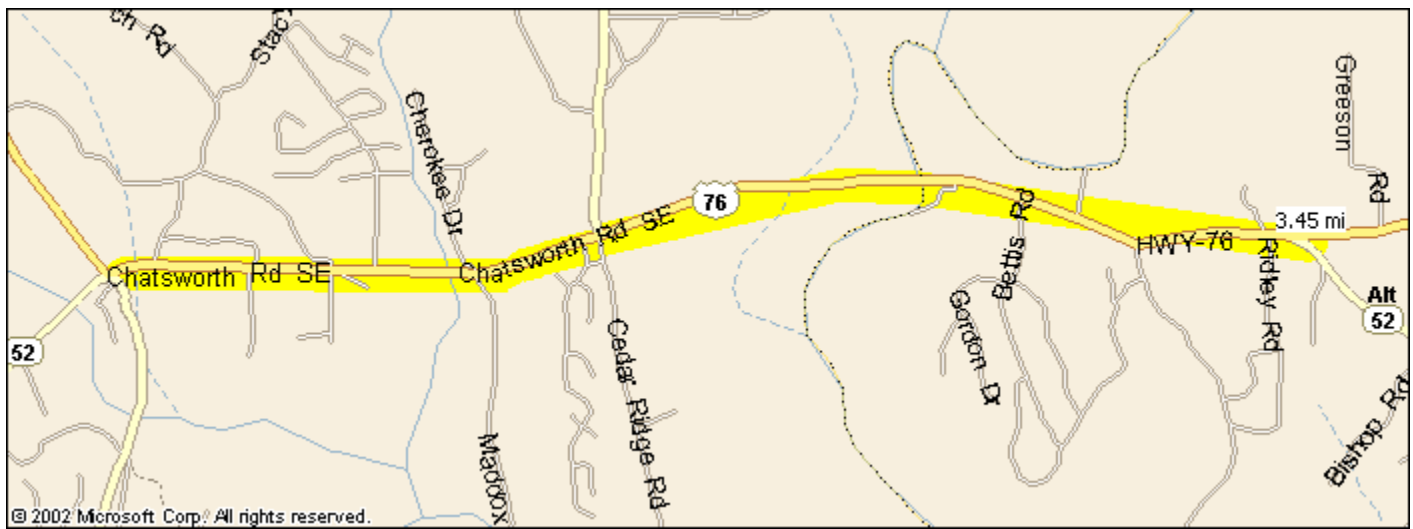
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen SR 52 to 6 lanes from the South Dalton Bypass to SR 52 Alt., in Murray County.				County:	Whitfield
				Project #:	
				P.I. No.:	
				GDOT District:	6
				Cong. District:	10
Traffic Vol.:	2001: 27,200 – 38,600	2025: 44,000 – 65,700		RDC/MPO:	NGRDC
Truck %:	2001: 10	2025: 10		Length/mileposts:	3.45
No. of Lanes	Existing: 4	Recommended: 6		Route #:	SR 52/US 76
NEED EXPLANATION: SR 52/Chatsworth Highway is one of the major corridors between Whitfield and Murray Counties. Murray County residents travel to and from their employment centers on this roadway. The current level-of-service (2001) on SR 52/Chatsworth Highway ranges between LOS C and D and in 2025 the LOS will be F, with no improvements and LOS D and F with improvements. Widening SR 52 to 6 lanes from the South Dalton Bypass to SR 52 Alternate would improve the traffic operations along this vital link roadway. The future land use along this corridor is a mix between commercial and low density residential developments.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$1,049,000		\$1,049,000
Right-of-Way	Local		\$7,703,000		\$7,703,000
Utilities	Local		\$385,000		\$385,000
Construction	State/Federal		\$10,488,000		\$10,488,000
Project Cost			\$19,625,000		\$19,625,000

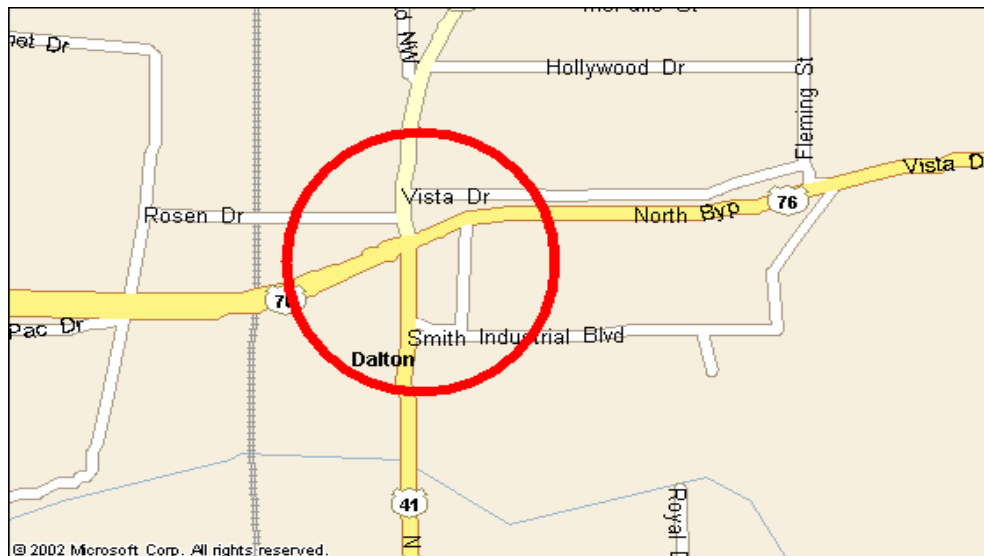
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: New Interchange at the North Dalton Bypass at SR 71/Cleveland Highway.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 34,000	2025: 64,000	RDC/MPO:	NGRDC	
Truck %:	2001: 10	2025: 10	Length	.5	
No. of Lanes	Existing: 4	Recommended: 6	Route #:	SR 71 and SR 3	
NEED EXPLANATION: By far the intersection at the North Dalton Bypass and SR 71/Cleveland Highway is the busiest in the entire county. The Rocky Face interchange with I-75 is west of this intersection and there is a cluster of commercial businesses along SR 71/Cleveland Highway and the North Dalton Bypass. While this intersection is constrained today, it will only grow worse in the near and long term future if left in its current configuration. The only viable long term transportation solution is to construct an interchange at this intersection with frontage roads paralleling the Bypass from I-75 to Fleming Street. The newly constructed frontage roads would provide direct access to the numerous shopping centers and other commercial establishments that line the roadway today. Extending the frontage roads to Fleming Street would provide excellent connectivity to the new bridge being constructed connecting the Bypass with Fields Avenue. The interchange would dramatically improve the traffic operations and safety at this key intersection by separating vehicles on the Bypass and SR 71/Cleveland Highway.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal			\$800,000	\$800,000
Right-of-Way	Local			\$12,000,000	\$12,000,000
Utilities	Local			\$400,000	\$400,000
Construction	State/Federal			\$8,000,000	\$8,000,000
Project Cost				\$21,200,000	\$21,200,000

Project Location



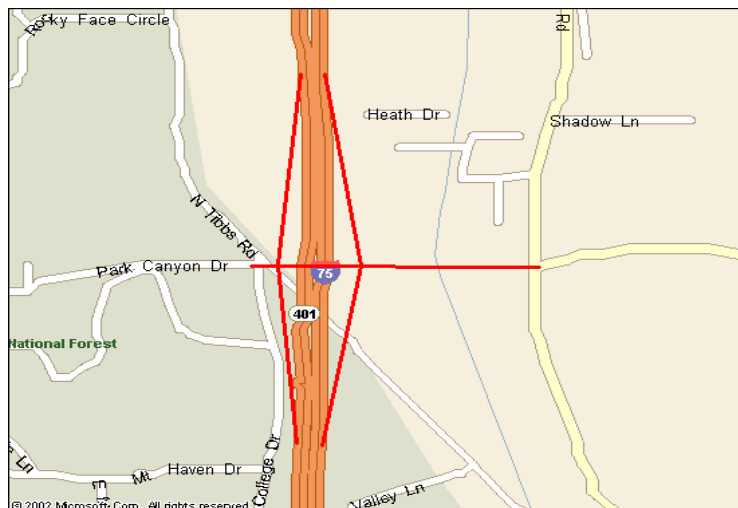
Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: New Interchange at I-75 at Waugh Street/College Drive including a collector distributor and/or braided ramps between Waugh Street and the North Dalton Bypass			County:	Whitfield
			Project #:	
			P.I. No.:	
			GDOT District:	6
			Cong. District:	10
Traffic Vol.:	2001:	2025: 25,000	RDC/MPO:	NGRDC
Truck %:	2001:	2025: 5	Length	0.8
No. of Lanes	Existing:	Recommended: 4	Route #:	095130

NEED EXPLANATION: There are currently two interchanges on I-75 accessing the City of Dalton. The interchange at SR 52/Walnut Avenue is the busiest interchange in the county and this interchange will continue to experience large traffic volumes in the future. Waugh Street runs east-west paralleling SR 52 to the north and it provides direct access to the Dalton central business district. Waugh Street is one of three roadways that provide a grade separation over the railroad in downtown Dalton. At the intersection with Glenwood Avenue the roadway changes names to Martin Luther King Jr. Boulevard and terminates at the Dalton Bypass, east of downtown. College Drive would be the connecting point to the west of this interchange, and thus accessing Dalton College would benefit by a new interchange at this location due to the improved access and connectivity. Constructing a new interchange at I-75 with Waugh Street will provide a new east-west connector from the bypass to I-75. Constructing a new interchange at Waugh Street would reduce the traffic on SR 52/Walnut Avenue because of the connectivity between the Bypass and I-75. The IJR that was prepared in the 1980's conducted an origin-destination (OD) study, and this study noted that approximately 23,000 vehicles per day would be diverted from SR 52/Walnut Avenue based on the constructing an I-75/Waugh Street interchange. The main reason for an additional interchange at Waugh Street is to provide better connectivity between the Bypass and I-75. But with the planned commercial developments in the area, the interchange would be well positioned to provide increased access to this growing commercial district.

Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal			\$1,600,000	\$1,600,000
Right-of-Way	Local			\$20,000,000	\$20,000,000
Utilities	Local			\$800,000	\$800,000
Construction	State/Federal			\$16,000,000	\$16,000,000
Project Cost				\$38,400,000	\$38,400,000

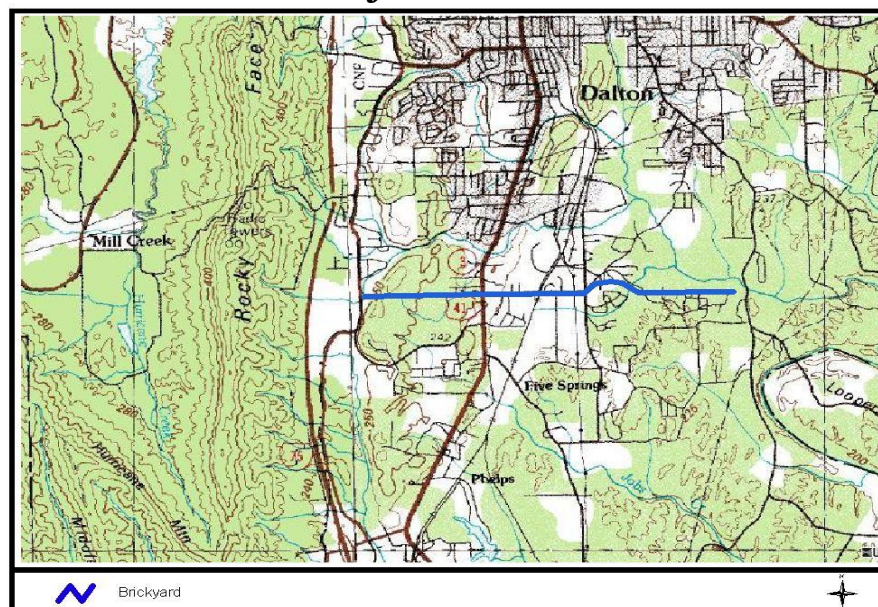
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Extend Brickyard Road from East Dug Gap Road to the South Dalton Bypass.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 6,400	2025: 12,100	RDC/MPO:	NGRDC	
Truck %:	2001: 2	2025: 2	Length/mileposts:	2.35	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	004800	
NEED EXPLANATION: Brickyard Road runs east-west between South Dixie Highway and Lakeland Road. The future land use in this area is a split between low density residential and commercial development. In order to maximize the Brickyard Road improvement, extending Brickyard Road from East Dug Gap Road to the South Dalton Bypass would provide improved east-west connectivity south of SR 52/Walnut Avenue. An additional east-west connector is needed south of SR 52 Walnut Avenue in the future based on the future land use planned for this area. Providing this new access would divert traffic accessing RS 52/Walnut Avenue, via South Dixie Highway and Lakeland Road. Extending Brickyard Road on new location from Lakeland Road to the South Dalton Bypass to the east and extending Brickyard Road on new location to Dug Gap Road would provide excellent connectivity between the residential and industrial developments and the bypass.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal			\$1,300,000	\$1,300,000
Right-of-Way	Local			\$8,852,000	\$8,852,000
Utilities	Local			\$650,000	\$650,000
Construction	State/Federal			\$12,993,000	\$12,993,000
Project Cost				\$23,795,000	\$23,795,000

Project Location



Project Location



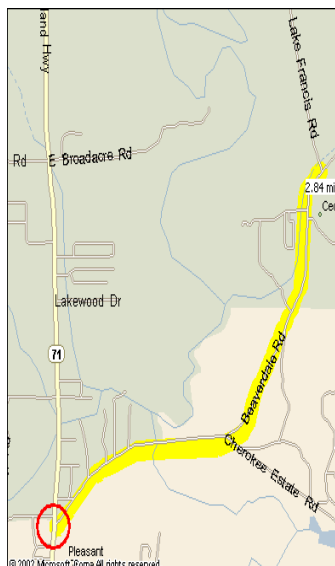
Brickyard



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen Beaverdale Road to 4 lanes from SR 71 to Lake Frances Road and realign intersection with Haig Mill Road.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 5,800	2025: 8,600	RDC/MPO:	NGRDC	
Truck %:	2001: 10	2025: 10	Length/mileposts:	2.84	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	066700	
NEED EXPLANATION: Beaverdale Road has numerous low density residential developments between SR 71 and Cherokee Estates. The future land use along this roadway increases the acreage of low density development. Beaverdale Road has excellent connectivity to Dalton via SR 71/Cleveland Highway. The intersection of Beaverdale Road and SR 71/Cleveland needs improvement. Currently, Haig Mill Road (west of SR 71) and Beaverdale Road are at a skew and a traffic signal controls this intersection. Two churches and a cemetery are located on both sided of Beaverdale Road at the intersection with SR 71/Cleveland Highway and this could prevent realigning Beaverdale Road to Haig Mill Road. Realigning Haig Mill Road to the south would provide for a four legged intersection and would improve traffic operations and safety at this busy intersection. The current level-of-service (2001) on Beaverdale Road is LOS D. In 2025 the LOS will be F with no improvements from SR 71 to Lake Frances Road, and LOS A with improvements.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal			\$545,000	\$545,000
Right-of-Way	Local			\$2,727,000	\$2,727,000
Utilities	Local			\$273,000	\$273,000
Construction	State/Federal			\$5,453,000	\$5,453,000
Project Cost				\$8,998,000	\$8,998,000

Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Upgrade Cedar Ridge Road/Keith Mill Road from SR 52 to Tibbs Bridge Road to provide better connectivity to Chatsworth Highway.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 2,700	2025: 4,050	RDC/MPO:	NGRDC	
Truck %:	2001: 10	2025: 10	Length/mileposts:	1.61	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	067600	
NEED EXPLANATION: Upgrade Cedar Ridge Road/ from SR 52 to Keith Mill Road Improving the roadway geometrics will provide an improved north-south route from this growing area to SR 52/Chatsworth Highway and SR 286. This improvement should be coordinated with the realignment of Tibbs Bridge Road, which includes an intersection improvement at Burgess Road.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal			\$230,000	\$230,000
Right-of-Way	Local			\$1,378,000	\$1,378,000
Utilities	Local			\$115,000	\$115,000
Construction	State/Federal			\$2,297,000	\$2,297,000
Project Cost				\$4,020,000	\$4,020,000

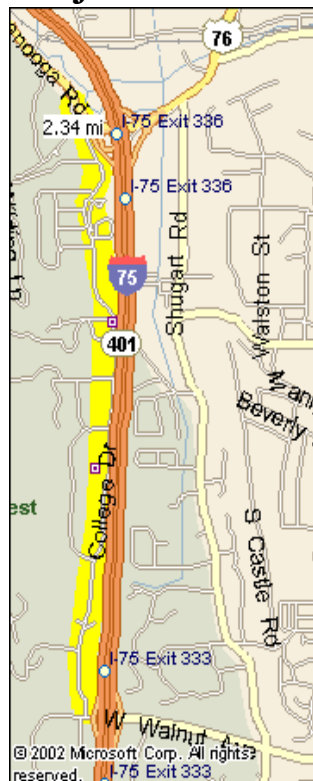
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen College Drive/Tibbs Road to 4 lanes from Dug Gap Battle Road to SR 3/US 41.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 5,200	2025: 8,600	RDC/MPO:	NGRDC	
Truck %:	2001: 2	2025: 2	Length/mileposts:	2.34	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	036200	
NEED EXPLANATION: College Drive runs north and parallels to I-75 and intersects with Tibbs Road. Tibbs Road runs parallel to I-75 and intersects with SR 3/YUS 41 north of the Rocky Face interchange at I-75. College Drive provides the only entry access to the college and the current level-of-service (2001) on College Drive is LOS C and in 2025 the LOS will be D, with no improvements and LOS A with improvements. Widening College Drive/Tibbs Road to four lanes from Dug Gap Battle Road to SR 3/US 41 will improve the traffic operations and safety along this corridor.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal			\$474,000	\$474,000
Right-of-Way	Local			\$7,106,000	\$7,106,000
Utilities	Local			\$237,000	\$237,000
Construction	State/Federal			\$4,737,000	\$4,737,000
Project Cost				\$12,554,000	\$12,554,000

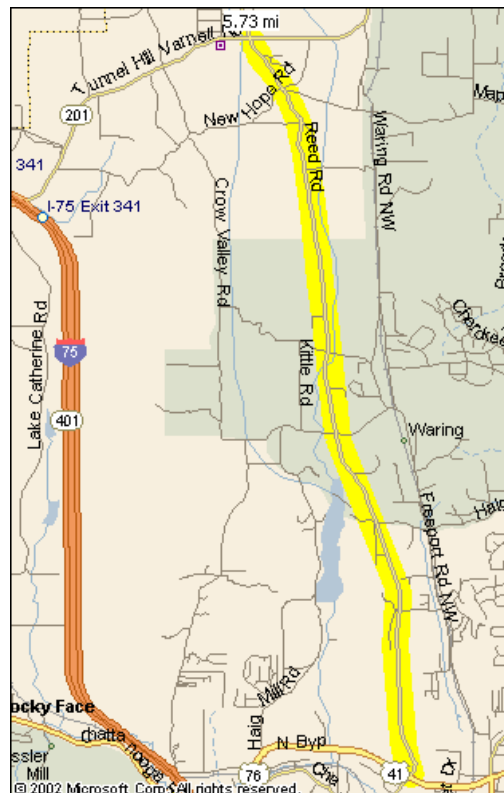
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen Reed Road from the North Dalton Bypass to SR 201 to 4 lanes.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 2,400	2025: 5,700	RDC/MPO:	NGRDC	
Truck %:	2001: 3	2025: 3	Length/mileposts:	5.73	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	023600	
NEED EXPLANATION: Reed Road runs parallel between I-75 and SR 71/Cleveland highway. The land use along this corridor will transition from its current agriculture nature to low density residential housing. The current level-of-service (2001) on Reed Road ranges between LOS A and C and in 2025 the LOS will be C with no improvement, and LOS A with improvements. While the future LOS is acceptable in 2025 without improvements, the widening Reed Road from the North Dalton Bypass to SR 201 to 4 lanes will improve north-south access and connectivity to the city of Dalton from the developing northern regions of the county.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	Local			\$1,050,000	\$1,050,000
Right-of-Way	Local			\$6,300,000	\$6,300,000
Utilities	Local			\$525,000	\$525,000
Construction	Local			\$10,500,000	\$10,500,000
Project Cost				\$18,375,000	\$18,375,000

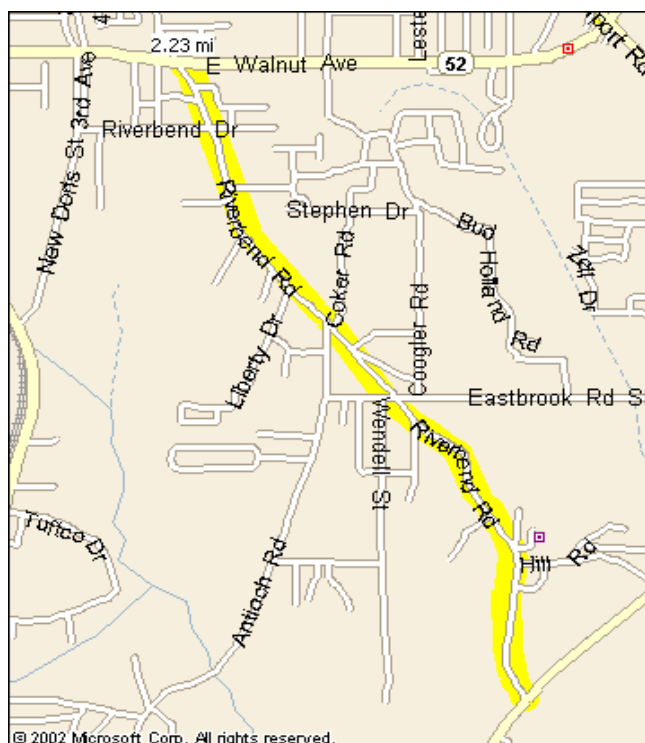
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen Riverbend Road to 4 lanes from the South Dalton Bypass to SR 52.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 18,600	2025: 22,900	RDC/MPO:	NGRDC	
Truck %:	2001: 4	2025: 4	Length/mileposts:	2.23	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	109500	
NEED EXPLANATION: Riverbend Road runs north-south between SR 52/Chatsworth Highway and the South Dalton Bypass. The existing and future land use along this corridor is low density residential developments from the bypass to Antioch Road and from Antioch to SR 52 is primarily commercial. The current level-of-service (2001) on Riverbend is LOS E and in 2025 the LOS will be F, with no improvements and LOS B and C with improvements. Widen Riverbend Road to 4 lanes from the South Dalton Bypass to SR 52.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal			\$417,000	\$417,000
Right-of-Way	Local			\$3,126,000	\$3,126,000
Utilities	Local			\$208,000	\$208,000
Construction	State/Federal			\$4,168,000	\$4,168,000
Project Cost				\$7,919,000	\$7,919,000

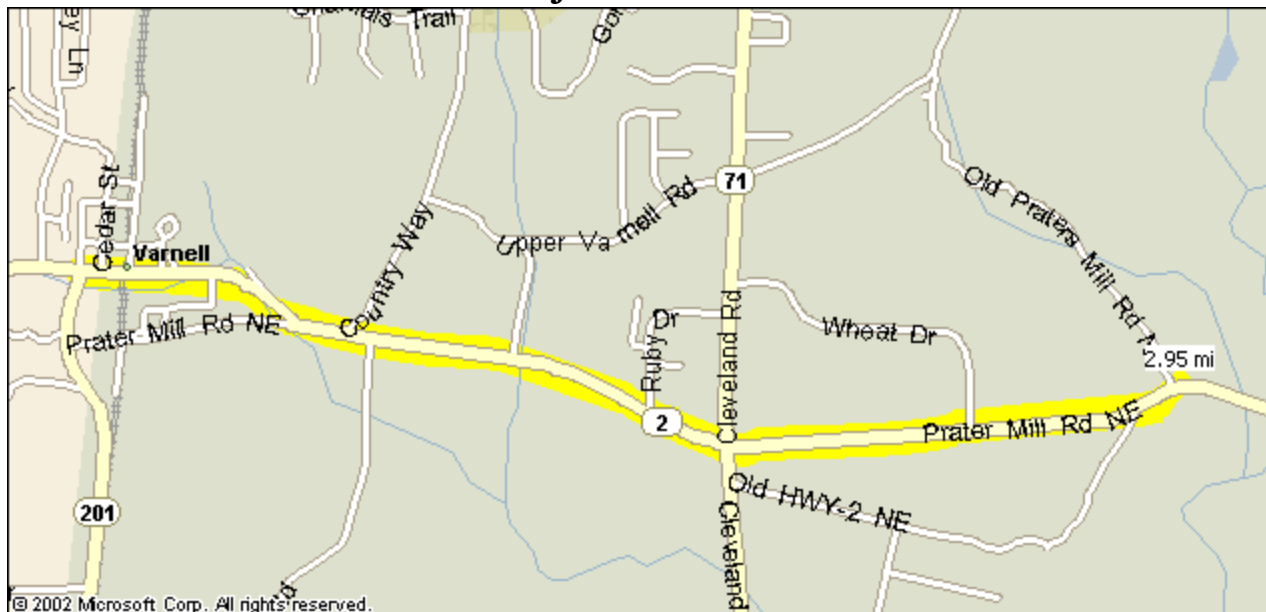
Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen SR 2 from SR 201 through Varnell to Old Praters Mill Road.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 3,100 – 5,900	2025: 9,300 – 11,800	RDC/MPO:	NGRDC	
Truck %:	2001: 15	2025: 15	Length/mileposts:	3	
No. of Lanes	Existing: 2	Recommended: 4	Route #:	SR 2	
NEED EXPLANATION: SR 2, east and west of SR 71/Cleveland Highway, in Varnell has scattered housing along the roadway. The land use plan for Varnell will change dramatically from the existing agriculture to low density residential along SR 2 and commercial at the intersection of SR 2 and SR 71/Cleveland Highway. As this development occurs, the traffic generated by the planned low density residential developments will increase congestion in the Varnell area and widening SR 2 from SR 71 into Varnell and then east would improve traffic operations on this growing community. Based upon the 2000 Census, Varnell had a population of 1,491, which was a 316% increase between 1990 and 2000. The current level-of-service (2001) on SR 2 in Varnell is LOS A and D and in 2025 the LOS will be D and E, with no improvements and LOS A with improvements.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal			\$568,000	\$568,000
Right-of-Way	Local			\$3,410,000	\$3,410,000
Utilities	Local			\$284,000	\$284,000
Construction	State/Federal			\$5,684,000	\$5,684,000
Project Cost				\$9,946,000	\$9,946,000

Project Location



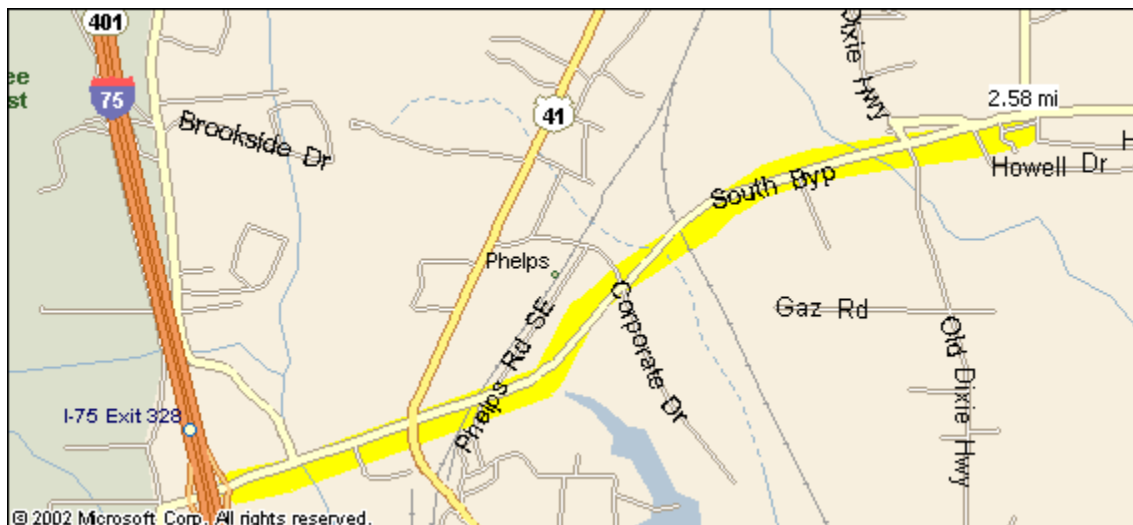
Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen the South Dalton Bypass to 6 lanes from I-75 to Lakeland Road.			County:	Whitfield
			Project #:	
			P.I. No.:	
			GDOT District:	6
			Cong. District:	10
Traffic Vol.:	2001: 19,500	2025: 53,300	RDC/MPO:	NGRDC
Truck %:	2001: 15	2025: 15	Length/mileposts:	2.58
No. of Lanes	Existing: 4	Recommended: 6	Route #:	Connector 3

NEED EXPLANATION: The Dalton Bypass has been a tremendous transportation asset to the residents and businesses of Whitfield County. The future land use wisely is locating most of the new industrial land along the South Dalton Bypass. This part of the bypass is strategically located adjacent to I-75 and experiences heavy truck traffic throughout all parts of the day. The current level-of-service (2001) on this section of the South Dalton Bypass is LOS F near the interchange and LOS A to Lakeland Road. In 2025 the LOS will be F between the interchange and Lakeland Road, with no improvements and LOS C and D with improvements. Based upon the additional industrial land use in the future, widening the South Dalton Bypass to six lanes from I-75 to Lakeland Road is recommended to protect the traffic operations and safety of this key section of the Bypass.

Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal			\$703,000	\$703,000
Right-of-Way	Local			\$2,641,000	\$2,641,000
Utilities	Local			\$220,000	\$220,000
Construction	State/Federal			\$7,033,000	\$7,033,000
Project Cost				\$10,597,000	\$10,597,000

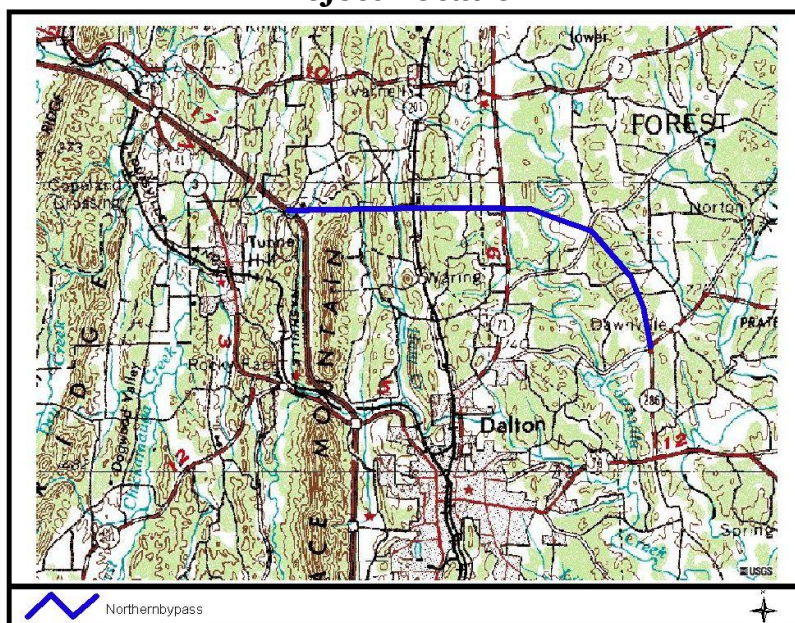
Project Location

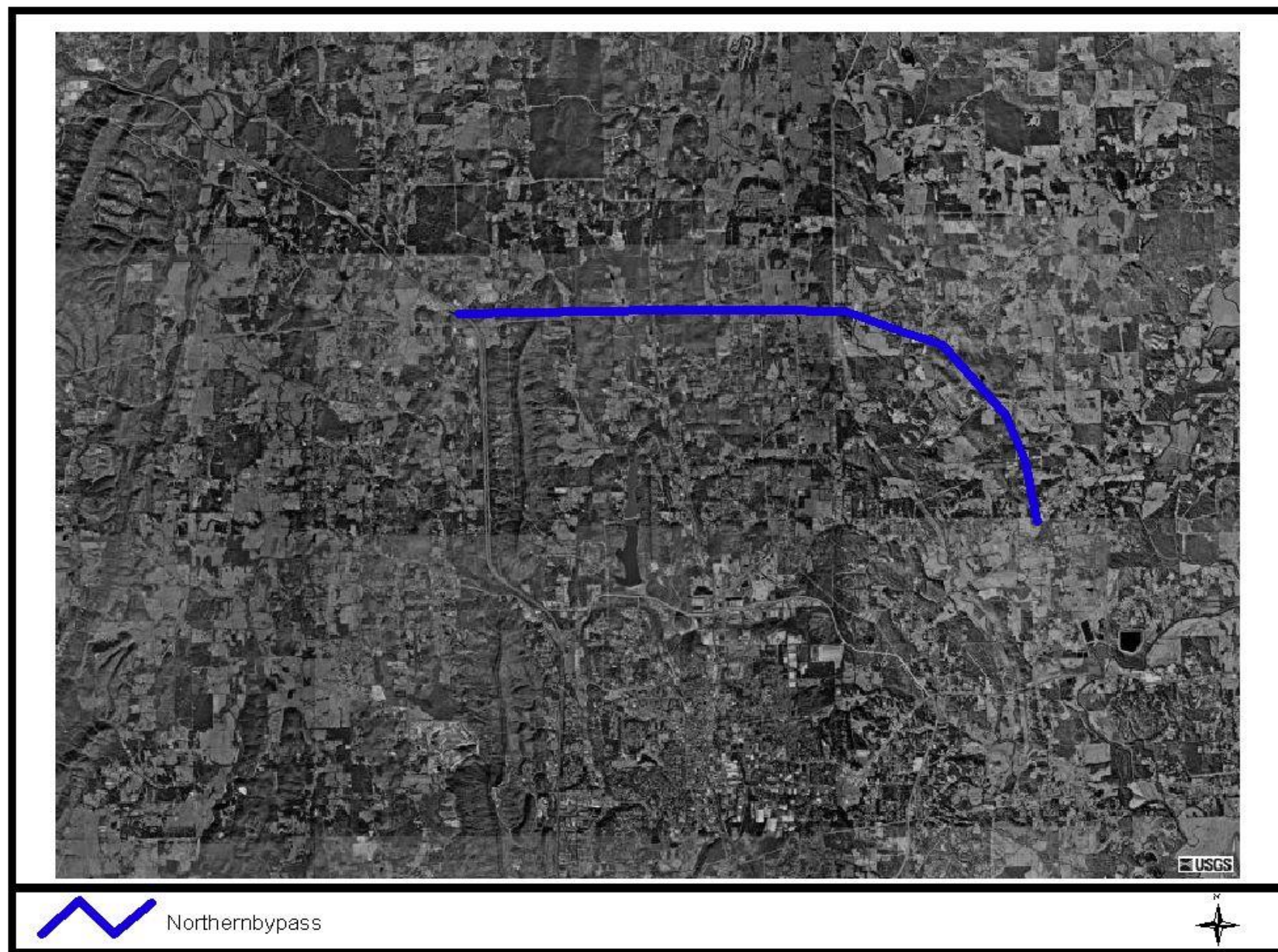


Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: New east-west circumferential road north of the North Dalton Bypass.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001:	2025: 13,000 - 25,000	RDC/MPO:	NGRDC	
Truck %:	2001: 5	2025: 5	Length/mileposts:	9	
No. of Lanes	Existing: 0	Recommended: 4	Route #:	New location	
NEED EXPLANATION: The future land use plan dramatically increases the low density residential developments in the northwest section of Whitfield county. This increase along with the commuter traffic from Murray County (38%) suggests that a new location roadway north of the bypass could be justified if land is developed as planned. Traffic is estimated to be 13,000 between SR 286 and SR 71/Cleveland Highway and 25,000 between SR 71/Cleveland Highway and I-75. This roadway would connect SR 286 to I-75 north of the North Dalton Bypass, intersecting with Dawnville Road, SR 71/Cleveland Highway, and SR 201.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal			\$9,601,000	\$9,601,000
Right-of-Way	Local			\$42,470,000	\$42,470,000
Utilities	Local			\$2,831,000	\$2,831,000
Construction	State/Federal			\$64,007,000	\$64,007,000
Project Cost				\$118,909,000	\$118,909,000

Project Location

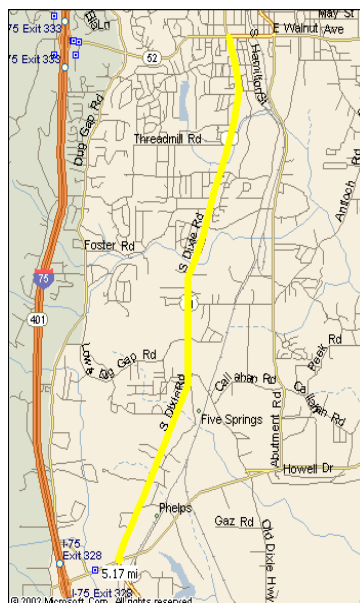




Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Widen South Dixie Highway to 4 through lanes from SR 52/Walnut Avenue to South Dalton Bypass.				County:	Whitfield
				Project #:	
				P.I. No.:	
				GDOT District:	6
				Cong. District:	10
Traffic Vol.:	2001: 12,700 – 16,500	2025: 33,500 – 37,200	RDC/MPO:	NGRDC	
Truck %:	2001: 10	2025: 10	Length/mileposts:	5.17	
No. of Lanes	Existing: 2	Recommended: 4	Route #:		
NEED EXPLANATION: South Dixie Highway is a major north – south corridor that parallels I-75 to the east. The current land use on South Dixie Highway is commercial, industrial, and rural residential with low density residential developments located on adjacent roadways, especially between SR 52 and Threadmill Road. The current level-of-service (2001) on South Dixie Highway is LOS D and in 2025 the LOS will be F with no improvements, and LOS C and D with improvements. Widening South Dixie Highway to four lanes from Walnut Avenue to the South Dalton Bypass will improve the north-south connectivity and traffic operations along this key corridor leading into and out of Dalton.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$1,023,000		\$1,023,000
Right-of-Way	Local		\$3,068,000		\$3,068,000
Utilities	Local		\$511,000		\$511,000
Construction	State/Federal		\$10,225,000		\$10,225,000
Project Cost			\$14,827,000		\$14,827,000

Project Location



Whitfield County/ City of Dalton Project Recommendation Sheet

PROJECT DESCRIPTION: Intersection improvements on SR 3/US 41 at intersections with Old Lafayette Road and Old Chattanooga Road.			County:	Whitfield	
			Project #:		
			P.I. No.:		
			GDOT District:	6	
			Cong. District:	10	
Traffic Vol.:	2001: 17,900	2025: 46,500	RDC/MPO:	NGRDC	
Truck %:	2001: 5	2025: 5	Length/mileposts:	0.5	
No. of Lanes	Existing: 4	Recommended: 4	Route #:	SR 3/US 41	
NEED EXPLANATION: Old Lafayette Road and Old Chattanooga Road intersect SR 3/US 41 at a skew and realigning these intersections will improve traffic operations and safety. There were six (6) “rear end” crashes in 2001 and the realignment could reduce these types of crashes along this busy corridor.					
Project Phase	Funding Source	Short Range Cost Estimate	Medium Range Cost Estimate	Long Range Cost Estimate	Total Cost Estimate
Preliminary Eng.	State/Federal		\$60,000		\$60,000
Right-of-Way	Local		\$600,000		\$600,000
Utilities	Local		\$60,000		\$60,000
Construction	State/Federal		\$600,000		\$600,000
Project Cost			\$1,320,000		\$1,320,000

Project Location

